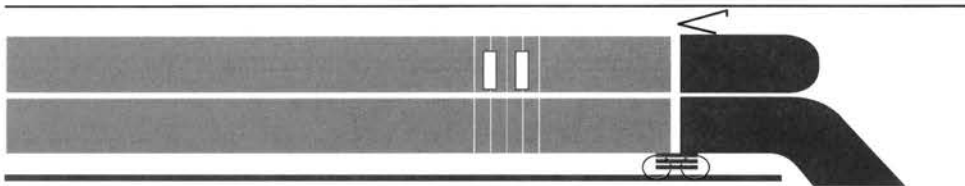




Ramsey County Regional Railroad Authority.
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Ramsey County Regional Railroad Authority

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

July 14, 1998

**Immediately following Administrative Board Meeting or
1:30 Physical Resources Committee Meeting**

Third Floor Council Chambers

Courthouse

1. * Approve minutes of the meeting of June 23, 1998.
 2. Riverview Corridor Feasibility Study.
 3. * Approve agreement with the City of St. Paul for removal of Phalen Berm and Johnson Parkway Bridge; Authorize the Chair to execute the agreement; and Approve the budget transfer for \$32,500 to pay for costs in the agreement.
- * Action is requested.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 23, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, June 23, 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, Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Jim Van Houdt, Bonnie Jackelen, Karen Tero, Paul St. Martin, Allan Torstenson, Dennis Bodin, Stacy Becker, Dan Bostrom, Pam Wheelock, Kurt Schroeder, Kris Longhenry

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

1. Approve Minutes of the Meeting of May 26, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to accept the minutes from the May 26, 1998 RCRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

2. Update on Federal Funding.

Kathy DeSpiegelaere informed the RCRRA about the new federal transportation bill named TEA 21. This is a six-year bill which authorizes funding, but requires annual requests for appropriation. Twin Cities projects earmarked in the bill include the Hiawatha, Riverview and Northstar Corridors and a commuter rail project from St. Paul to Hastings.

Kathy said that there have been some changes to the criteria in which transportation projects are ranked. Some additions to measure effectiveness of projects include the cost of sprawl and reduced infrastructure cost due to compact development. The Major Investment Study requirement has been modified. The same type of documentation is required but the environmental process will be incorporated into it.

Commissioner Haigh asked for clarification on the funding for the Northstar Corridor and how it would affect the corridor running to Hastings.

Kathy DeSpiegelaere answered that there are two separate authorizations for the two corridors and each year there will be separate appropriation requests.

Commissioner Rettman asked about the corridor in Forest Lake.

Kathy DeSpiegelaere replied that there is an authorization for a commuter rail study along Highway 35 between Forest Lake and Rush City in the amount of \$350,000.

Commissioner Reinhardt announced that last Thursday, there was a meeting regarding the Mn/DOT Commuter Rail Study in Forest Lake. She commented that she is chairing this group. This was well attended by elected and appointed officials from Chisago, Washington and Ramsey Counties and municipalities in these counties. It was agreed that there would be another meeting regarding the Mn/DOT study and how it ties in with the federal funding on August 31st. Talk about the trails and co-location of the trails were also discussed.

Kathy DeSpiegelaere stated that the consensus of the group was that it desired a formalized agreement at the August 31st meeting on how they would like to proceed on working together.

Commissioner Wiessner requested that the August 31st meeting be broadcast on cable television. Kathy DeSpiegelaere agreed to check on that.

Commissioner Rettman commented that the public needs to be involved if there are plans for commuter rail to move into St. Paul. She stated that all the district councils and municipalities in Ramsey County should be added to the mailing list because they will be affected eventually.

Commissioner Reinhardt noted that the Chisago County Commissioners were very interested in working with Ramsey and Washington Counties.

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.

Commissioner Haigh requested a presentation of Phase 1 of the Riverview Corridor Feasibility Study.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to 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.

Ayes - 6, Nays - 0.
Motion accepted.

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.

4. Comprehensive Transportation and Transit Plan.

Paul Kirkwold presented an update on municipal meetings and issue papers.

Commissioner Wiessner asked if the municipal meetings have been with the public or staff.

Paul answered that the meetings have been with municipal staff but the subject of public involvement has always been discussed. The response has been to work with the particular task forces and advisory committees.

5. Phalen Berm Removal Agreement.

Paul Kirkwold informed the RCRRA of some background information on the Phalen Berm area. Prosperity Avenue is proposed to be constructed on a new alignment. This is a County State Aid Highway and Ramsey County has some responsibility for the roadway. It will be constructed by the City of St. Paul and Ramsey County will be responsible for about 70% of the cost. Johnson Parkway is also a Ramsey County roadway in the area. The RCRRA owns a portion of the railroad right of way running north and south in the area.

Paul stated that there are other items proposed to be accomplished during the roadway project. One item is to restore an existing old wetland where the Phalen Shopping Center once existed. Another is to remove the bridge on the the RCRRA right of way. This bridge creates a sight distance problem for the new Prosperity Avenue. The bicycle trail will be redirected to cross at a signalized intersection of Johnson Parkway and Prosperity Avenue.

Commissioner Bennett asked if the sight distance problem would be corrected if all of the berm was removed.

Paul answered that it would correct the problem.

Paul commented that there is a need for fill material for an apartment complex being redeveloped north of Maryland and east of the right of way. There is also a need for fill to build Prosperity Avenue. There is the issue of where to get the fill and what is it good for. Initially, the plan was to use the fill from the berm for Prosperity. This is good fill. Another source of soil is from the wetland. Paul stated that this is adequate for the embankment of the roadway and underlying soils of the roadway.

Commissioner Bennett asked if the roadway would be turned back to the City of St. Paul.

Paul answered that it will be a County road and a County responsibility. He commented that the top two feet of the roadway would need to be granular fill and 200 feet of the berm would take care of this for the road.

Paul stated that the City of St. Paul has requested that the County participate in part of the removal cost of the wetland. This would cost the County about \$2.20/cubic meter. The resolution proposed today, states that if the soil is moved from the berm and used for the roadway, there would be no cost for the soil. If the berm fill is used for anything other than a roadway, then the soil would be sold at market value.

Paul commented that the agreement that is written requires the County to pay for the removal of the bridge structure through the RCRRA. It would provide for an adequate embankment material for the roadway, and would provide for a good granular base for the roadway.

Commissioner Ortega asked if all of the berm could be used for Prosperity.

Paul St. Martin answered that 37,000 cubic meters of fill is needed for Prosperity and the entire berm would accomodate that.

Commissioner Reinhardt stated that once the trails are put in, they need to be planned to coexist with rail. She also commented that it was agreed last December that the City of St. Paul would pay for the Johnson Parkway bridge removal and questioned why the RCRRA is being asked to pay \$75,000 for the removal.

Stacy Becker, Director of St. Paul Public Works, responded that the RCRRA did approve a resolution for the City of St. Paul to pay for the Johnson Parkway bridge removal, but the City never agreed to it. She commented that the bridge removal is needed for a safety issue.

Commissioner Bennett asked if the safety issue would be resolved if the whole berm was removed.

Stacy answered that the people in the neighborhood have issues with the berm removal south of Maryland.

Pam Wheelock, Director of St. Paul Planning and Economic Development, remarked that the constituents aren't necessarily against the berm removal, but they wanted the revitalization of the Phalen Shopping Center area done first. She also commented that according to the 1993 Joint Powers Agreement, it states that it is the RCRRA's responsibility to pay for the bridge removal. She said that the City of St. Paul and Ramsey County Public Works have worked together on a budget for the berm and the Prosperity project. The developer for the Maryland/Clarence site has an interest in buying materials from the berm removal and this was also figured into the figures.

Commissioner Reinhardt asked if the RCRRA would receive the money from the developer for the material from the berm.

Pam Wheelock answered that approximately \$88,000 would go to the RCRRA for the sale of the fill.

Kathy DeSpiegelaere commented that the Joint Powers Agreement does give responsibility to the RCRRA for the cost of bridge removals but in this case, because the City would receive the soil from the berm, it was believed that the two costs would create a tradeoff. She stated that if funds were received from the sale of the berm material, half of the funds would go to Mn/DOT since they put up half the funds to purchase the right of way. This would leave the RCRRA with approximately \$44,000 from the sale of the material.

Commissioner Haigh asked for more clarity on the timing of the berm removal south of Maryland and if it's the County or the City who says when the berm can be taken down.

Pam Wheelock stated that timing of the removal will be laid out in the agreement. She expected the timing will be tied to the road project moving forward or the redevelopment of the Phalen area. She estimated it to take place within 2-5 years.

Commissioner Haigh commented that clarity needs to be given to the community, City and County so this issue doesn't have to be visited again and there is no further slow down in the process.

Kathy DeSpiegelaere suggested some revisions in the resolution. #4 - instead of "within one year of a request by RCRRA to complete the removal" to "within three to five years to complete the removal. Also a caveat added that if the RCRRA would like it removed sooner, then St. Paul would have to remove it within one year of RCRRA's request.

Commissioner Bennett explained that this is a sticky issue and wanted to stay with the original proposal of St. Paul paying for the bridge removal and the material from the berm going to Prosperity.

Commissioner Rettman motioned to approve the resolution pending amendments. Commissioner Haigh seconded.

Commissioner Rettman commented that it needs to be stated that it is the City's intent to remove both sections of the berm.

Pam Wheelock said that the City Council has already approved removal of both sections of the berm, but hasn't narrowed down specific timing. She suggested language to reflect that the City agrees to move forward with the removal of the remainder of the berm within five years of the Prosperity realignment. She said the city is investing a lot of funds in the redevelopment area and asked for the RCRRA's flexibility in allowing the City to phase the removal of the second portion of the berm to move forward with their project and achieve their redevelopment goals.

Commissioner Ortega was concerned with the amount of time allotted for the berm removal.

Commissioner Reinhardt stated that one of the reasons that the fill from the whole berm is needed now is for Prosperity and questioned the timing on Prosperity.

Paul Kirkwold stated that the Prosperity project is slated to begin later this summer. He said that this doesn't correspond with the Maryland/Clarence site and the berm material could be used for a future road project.

Stacy Becker commented that the City, County and developer are working together to figure out what the fair share is that everyone pays. She stated that this project is complicated because it originally began as just a roadway project and now includes a redevelopment project.

Commissioner Wiessner questioned if it is possible for a trail to run alongside rail and how much width is required.

Kathy DeSpiegelaere answered that the right of way is generally 100 feet wide and there is enough room, but some modifications would be needed to work with grading. 30 feet is needed for rail and 12 feet is needed for trail.

Commissioner Wiessner asked for clarification on where the soil would come from for the Prosperity project if the berm soil was not used.

Paul Kirkwold answered that the City is asking the County to pay for a portion of the removal cost of the wetland because the disposal is going to be to the benefit of the County for the roadway. If the soil

isn't taken from the berm or the wetland, then it will have to be purchased from somewhere else and the cost would be almost double. He commented that these two projects work costwise for the County and the City.

Commissioner Reinhardt asked if the City is making money off the sale of the wetland soil to the County, or if it is just covering the cost of removal.

Paul Kirkwold responded that the City is paying more to haul the material out of the wetland. The County is only taking a portion and paying a portion. Some of the other material is being used for other City projects.

Commissioner Reinhardt asked how much the County will be paying for the wetland material.

Paul Kirkwold answered \$52,000. He stated that an agreement should be put together so the cost can be examined.

Commissioner Haigh commented that staff needs to go back and work with the City on the figures and clarify the timing of the removal of the southern part of the berm and then bring an agreement back to the RCRRA.

Curt Schroeder, citizen representative of St. Paul's Bicycle Advisory Board, commented on the removal of the Johnson Parkway Bridge. He stated that the current bridge carries Phalen Creek Regional Trail and hooks up with other regional trails. He was concerned with the at grade crossing that is proposed and raises safety issues. He cited Mn Statute 160264 that references replacing bikeways/pedestrian ways. He recommended not paying for removal of the bridge.

Stacy Becker responded that the City Attorney has looked at the Mn Statute and has been assured that the City is well within guidelines for the replacement plan. She also said that the City has taken the trail issue very seriously.

Commissioner Bennett had some concerns about the quality of the soil for the roadway. He also asked how much better the soil is in the berm.

Paul Kirkwold remarked that the soil from the wetland is adequate to do the job and the soil in the berm is more granular.

Commissioner Rettman suggested adding a resolved to the end of the resolution that would state that the RCRRA, the County and the City would be equal participants and share costs.

Commissioner Ortega asked for clarification on where the trails will be relocated.

Paul Kirkwold and Paul St. Martin explained where the trail would run on a map. The City of St. Paul will pay the cost of trail relocation.

Commissioner Haigh commented that the timing of the berm needs to be tied to some type of execution of agreement.

Commissioner Wiessner felt comfortable with the amendments and requested a tighter timeframe than 3-5 years for the berm removal.

Commissioner Reinhardt appreciated the City of St. Paul's comments and believed that the changes in the language of the resolution would resolve the issues. She felt that 3 years for the berm removal was acceptable. She also commented that the issue of the trail and the Mn Statute need to be referenced in the resolution.

Stacy Becker said that their plans are up for review at Mn/DOT right now and the City could get started right away.

Commissioner Ortega requested that all the particulars be worked out and presented to the RCRRA at the July 14, 1998 RCRRA meeting for approval.

St. Paul City Councilman Dan Bostrom responded that the City Council took action on the berm removal and has a resolution that the City stands behind. He also commented that once the berm would be removed, there wouldn't be anything left to run a bridge through.

Commissioner Bennett felt that if the berm goes back up, then the bridge will go back up to. He stated that if the City wants the bridge down, then the City should pay to put the bridge back up.

Stacy Becker remarked that if some agency wants the berm/bridge back, that agency will pay for it to be replaced.

Commissioner Wiessner asked for the County Attorney look into the bridge removal/replacement and add to #7 on the resolution that the County Attorney also agrees to the conditions of the removal of the Johnson Parkway bridge.

Stacy Becker agreed to have completed for the July 14th meeting a cost arrangement, the City Attorney opinion on the Mn Statute, and assurance of the trails and timing of the berm removal.

Ayes - 6, Nays - 0
Motion accepted.

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 900 feet south of Johnson Parkway to a point 1000 feet 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 by St. Paul between 900 feet south of Johnson Parkway and 1000 feet north of Maryland Avenue. The removal may occur incrementally. Removal of any remaining soil in the berm will be done by St. Paul no later than December 1, 2001 in accordance with the agreement. A grading and restoration plan is to be prepared by St. Paul staff to meet approval by RCRRA and St. Paul Parks staff. 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. This will include relocation of the trail over the Johnson Parkway bridge in a manner that meets state requirements.
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 and the County Attorney.
8. Cost issues will be addressed as indicated in the agreement. The guideline is that the Rail Authority, County and City will be equal participants and share costs.
9. At grade crossings of Johnson Parkway and Maryland Avenue must give first priority to rail service. If a grade separated crossing is required by the City of St. Paul at either of these locations, St. Paul will be responsible for all costs incurred by the RCRRA to establish a grade separated crossing, not including a bridge structure at Maryland Avenue and an above grade passenger station at this location.
10. Approval of the St. Paul City Council for the agreement after consultation with all affected property owners will occur prior to RCRRA approval.

The meeting adjourned at 3:20 p.m.

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegel
Authorized Signature

7/6/98
Date

Board Action Requested

Riverview Corridor Feasibility Study.

DISCUSSION ONLY

Request Justification

See attached report.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

July 14, 1998

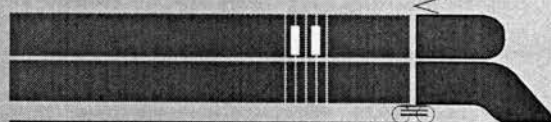
Board Date

Kristine A. Longhenry
Signature

7-6-98

Date

Riverview Corridor Study Phase 1



Ramsey County Regional Railroad Authority
with assistance from:

Minnesota Department of Transportation

Metropolitan Council

Metro Transit

City of St. Paul

May 1998

SRF

CONSULTING GROUP, INC.

PHASE 1

RIVERVIEW CORRIDOR STUDY

Ramsey County Regional Railroad Authority

May 1998

Prepared with Assistance by

Metropolitan Council
Metro Transit
City of Saint Paul
Minnesota Department of Transportation

SRF Consulting Group, Inc.

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
COMMISSIONERS**

Rafael Ortega, Chair

Tony Bennett, Vice-Chair

Jan Wiessner, Secretary

Victoria Reinhardt, Treasurer

Dino Guerin

Susan Haigh

Janice Rettman

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PHASE 1

RIVERVIEW CORRIDOR STUDY

INTRODUCTION

The Riverview Corridor extends from the Lower East Side of Saint Paul through downtown Saint Paul southwest to the Minneapolis/Saint Paul International Airport and the Mall of America. This corridor was selected as the location to assess transit improvements because of the unique confluence of geography, needs and opportunities it presents. It is the location of major travel destinations, it interconnects with other major transportation corridors, and it has vibrant, diverse neighborhoods. An even more important reason, however, is the ability of this corridor to demonstrate the relationship of redevelopment in the urban core with transit as the catalyst. This corridor in a densely settled urban area is unique in the amount of redevelopable land being analyzed for new uses.

A first step in the demonstration was the documentation of land use and economic development plans proposed by the City of Saint Paul for this corridor. The assessment of the feasibility of various transit types and their locations within the corridor followed. This assessment was done in the context of a set of criteria that was established during the course of the study.

This study was undertaken by the Ramsey County Regional Railroad Authority (RCRRA) in cooperation with the Metropolitan Council, Metro Transit, Saint Paul and the Minnesota Department of Transportation. The Riverview Corridor Task Force and Technical Committee (see membership list at end of report) guided this study. The Task Force approved goals, objectives and evaluation measures, provided business and neighborhood input on study findings and recommendations and provided the connection between RCRRA and local residents, businesses and organizations. The Technical Committee reviewed technical materials prepared by the consultant, provided information on appropriate methodologies and provided technical research support.

This study is the first step in working with the community on implementing short and long term economic development and transit improvements for the corridor. It guides the next phase of study, a federally funded Major Investment Study, that will examine transit improvements in greater detail, in concert with the community in which they are located.

FRAMEWORK

As shown in Figure 1, the Riverview Corridor connects to the airport and the Mall of America on the west, follows the river northeast through downtown Saint Paul to the edge of the Phalen Corridor near Arcade Street. The corridor serves a population of over 40,000 people, almost 120,000 jobs and millions of visitors and shoppers. The Riverview Corridor is approximately 12.3 miles long including a 3.9 mile section between the airport and the Mall of America.

Existing Land Uses

The existing land uses in the corridor include a broad mix of residential, commercial, office, institutional and industrial uses. In addition, the Riverview Corridor connects downtown Saint Paul to the airport, downtown Minneapolis via the Hiawatha Corridor, the Mall of America and the Bloomington I-494 strip. The Riverview Corridor also provides a connection to six of the top twenty visitor attractions in the state of Minnesota as well as to the proposed Hockey Arena in downtown Saint Paul:

- | | |
|----------------------------|------------------------------------|
| • Mall of America | 40,000,000 annual visitors |
| • Minnesota Science Museum | 777,000 (1,500,000 with expansion) |
| • Fort Snelling State Park | 667,000 |
| • Ordway Theater | 500,000 |
| • Children's Museum | 354,000 |
| • Landmark Center | 253,000 |

There are several large redevelopment sites along the river (see Figure 1) which have been vacated by heavy industrial uses due to changes in the marketplace. Not only does the mix of land uses in the corridor support the use of transit, but the extent of redevelopment potential offers the opportunity to create a synergism between land development and transit investment that could benefit the economic vitality of the corridor and substantially increase the long-term use of transit in this corridor.

Existing Transit Service

Existing transit service in the Riverview Corridor is shown in Figure 2. It is anchored by north/south service running along Cleveland and Snelling Avenues and east/west service along West Seventh Street and Ford Parkway. Buses also provide service along Randolph, Saint Clair, I-35E and several local streets. Access to the airport is provided via West Seventh Street and TH 5.

As noted above, the Riverview Corridor serves a large population of residents, employees and visitors. Existing transit ridership in the corridor is 1,200 riders per day east of downtown and 6,000 west of downtown. Ridership is expected to increase to 8,400 riders per day in 2020 with a continuation of the service that is in place today. Changes in transit service, development patterns and transportation policies can positively influence the role of transit in the Riverview Corridor.

Needs in the Corridor

One of the first tasks undertaken by the Technical Committee and the Riverview Corridor Task Force was to identify needs in the Riverview Corridor. Several factors affecting the region and the city were identified as core issues including congestion, growth, the concentration of low income people in the central cities, and the regional decline in transit use.

There is congestion on roadways in the Riverview Corridor. Interstate 35E has limited expansion potential and is congested, with 60,000-86,000 vehicles per day. Shepard Road, a facility that parallels the Riverview Corridor, will be congested by the year 2020. Its proximity to the Mississippi River severely constrains ability to expand the roadway. West Seventh Street/Fort Road is a four lane arterial which carries 30-40,000 vehicles per day west of Lexington Avenue. Access to downtown Saint Paul and the Minneapolis/Saint Paul International Airport and points between them will be compromised at peak hours. The ability to add highway capacity is constrained.

There will be an increase of 20 percent in households from 15,000 to 19,000 in the Riverview Corridor between now and the year 2020. There will be an increase in the corridor in jobs of 13.2 percent in the next 20 years, from 61,000 to 70,000. Special event traffic is a regular occurrence in this corridor, with major attractors that include downtown Saint Paul, Science Museum, Ordway Theater, Children's Museum, RiverCentre, Fort Snelling, State Capital and the Landmark Center, some of which are being expanded. The Mall of America, at the terminus of the Riverview Corridor, attracts 40 million visitors per year and plans to expand.

There are low and moderate income residents in the Riverview Corridor. Poverty rates in census tracts in 1989 varied from 8 to 14% and were as high as 28 to 76% in some census tracts.

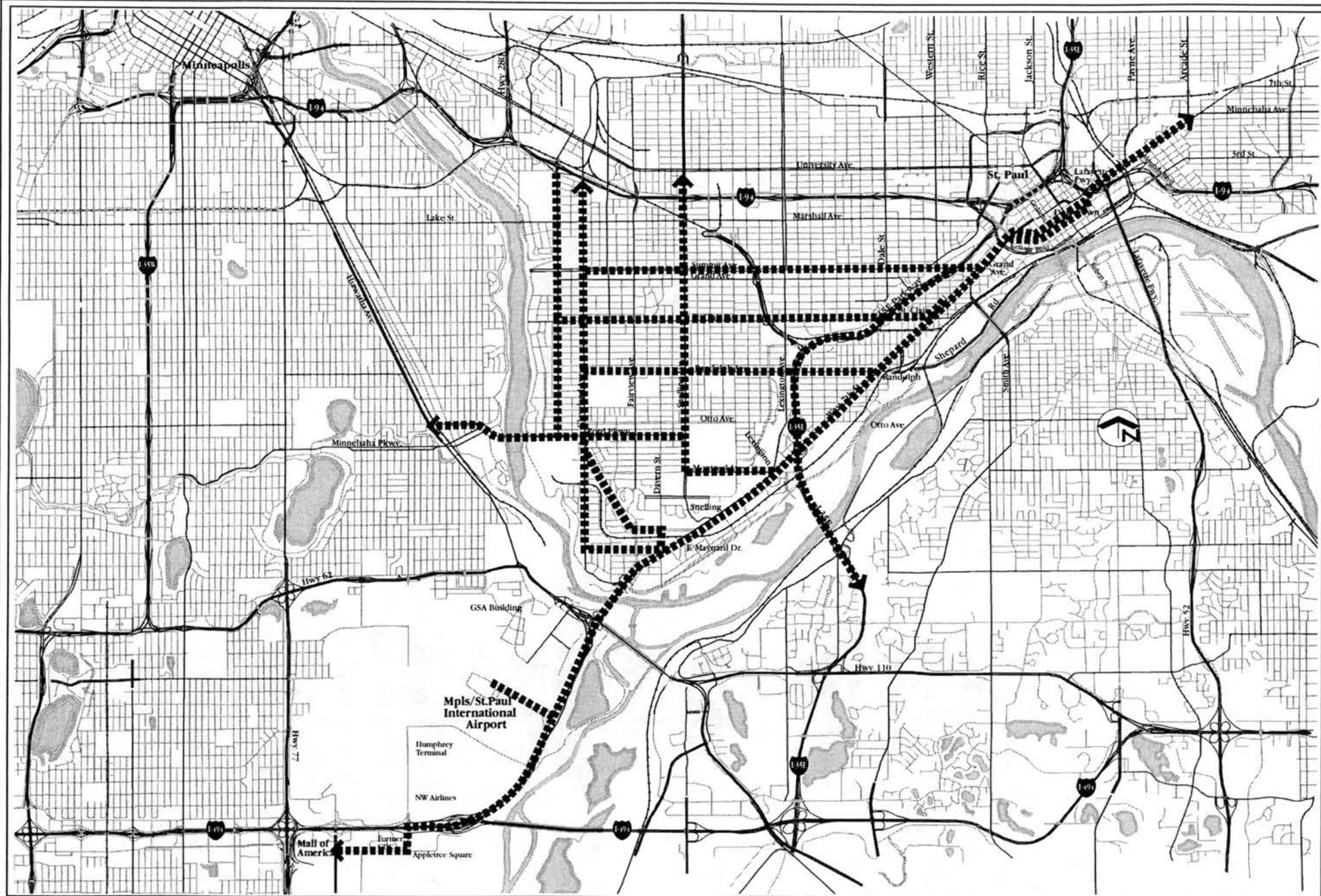
Welfare to work legislation has resulted in a need for many low-income residents to find work. In Ramsey County, about 10,000 families are impacted by federal and state welfare reform legislation. Approximately 600 low income families live in the Riverview Corridor area, and of those less than 25% own cars. Transit improvements in service and availability improve their access to jobs and child care.

Transit use in the Twin cities region is decreasing. Auto use is increasing at a rate that exceeds population and employment growth. These trends, along with constraints on financing of transit improvements, have resulted in increased impacts in neighborhoods of auto traffic and decreased access to services.

Transit and redevelopment needs specific to the Riverview Corridor that are related to these core issues were identified by the Task Force as:

Economic development needs:

- Additional employment opportunities
- Redevelopment, reinvestment and intensification of land uses



- Clean-up and redevelopment of brownfield sites (contaminated soils)
- Reclamation of the riverfront for more intensive uses
- Additional life-cycle housing

Transit service needs:

- Stronger linkages of jobs, transportation and housing
- Improved transit services to the largest job concentrations: two downtowns, University of Minnesota, West Midway, Airport, Mall of America and other job centers
- Access to jobs and services for transit-dependent population
- Access to redevelopment sites by potential employees
- Transit service changes that respond to land use development and travel changes
- Connections to and between regional facilities including the Science Museum, the Civic Center and the proposed Hockey Arena

VISION

Based on the above stated needs, draft goals, objectives and evaluation measures were developed by the Metropolitan Council and revised and approved by the Technical Committee and the Riverview Corridor Task Force. These goals and objectives create the framework for a transit vision for the Riverview Corridor. This vision encompasses the following desired outcomes:

- Improved access to major attractions, including the airport, that support the tourism and business interests of the city and the region
- Improved access to employment opportunities including reverse commute jobs
- Better linkages among housing, jobs and transportation for residents and employees in the corridor
- Opportunities for alternative transportation including bicycles and pedestrians
- Reduced demand for parking in downtown Saint Paul
- Creation of new jobs within the corridor
- Economic development activities and riverfront redevelopment in the corridor
- Recycling of polluted sites (clean-up of brownfields)
- Enhancement and protection of the Mississippi River
- Reduced air pollution

This vision for the Riverview Corridor is consistent with the direction set by the Metropolitan Council in its "Regional Blueprint" and "Transit Redesign," Ramsey County in its "Strategic Plan," and the City of Saint Paul in its "Transportation Policy Plan" and "Mississippi Development Framework."

Regional Blueprint (Metropolitan Council)

The Metropolitan Council has placed a high priority on redevelopment in the urban core area. The Metropolitan Council's policies as stated in the "Regional Blueprint" encourage local communities to plan for higher-density development in nodes and job centers where major transit capital improvements can be made for facilities such as transitways (busways or light rail transit). As stated in the Metropolitan Council's Regional Blueprint, a combined transit/land use strategy to reduce reliance on the automobile will, over time, result in:

- Less consumption of land
- Reduced traffic generation
- Less need for and less costly urban services
- Higher density development along transportation corridors
- Less air pollution
- Reduced energy consumption
- More human-scale urban and suburban living environments

Transit Redesign (Metropolitan Council)

The Metropolitan Council's 1996 Transit Redesign emphasizes the need to integrate land use and transit as is being proposed for the Riverview Corridor through infill development in urbanized areas, through redevelopment of large parcels into more compact forms, and through retrofitting existing neighborhoods to better integrate transit facilities and services. As encouraged in Transit Redesign, the vision for the Riverview Corridor is to "plan and develop land uses with a sense of place, emphasizing the creation of transit and pedestrian-oriented environments." This will be particularly important for the Riverview Corridor and the City of Saint Paul, as stated in Transit Redesign, "Investors now acknowledge that healthy, livable places with mixed uses and varied transportation options may be better risks for investment in the next century."

Ramsey County Strategic Plan

The objectives for the Riverview Corridor are also consistent with the Ramsey County Strategic Plan which is intended to guide the growth and development of the County into the 21st Century. The integration of economic development and high quality transit service is an important component of the Strategic Plan. As stated in the Strategic Plan, the County will "encourage systematic development of commercial, industrial, residential, and agricultural zones to reverse

the wasteful trend toward urban sprawl and will recognize "the value of our attractive neighborhoods, the importance of reinvesting in the urban core, the key role of downtown areas, and the unique asset represented by the Mississippi River." "The County government will rehabilitate industrial sites, generate new business areas and spur development in new residential areas. These businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products."

City of Saint Paul Transportation Policy Plan

The Riverview Corridor transit planning study responds directly to the Transportation Policy Plan of the City of Saint Paul which makes a strong plea for better transit service in the core cities. The Plan states that bus ridership has decreased significantly on Saint Paul routes since 1980, in part because transit serves primarily those work trips that start and stay in Saint Paul. Other reasons given for reduced transit use are that "people are discouraged from taking the bus by the relative infrequency and slowness of service, difficult schedules and confusion about routes, fear for personal safety, and the desire to make stops on the way home from work." The Plan emphasizes that the people who are hurt most by disinvestment in transit are those who must depend on transit, whether because of low income, disability, or other reasons, for access to jobs and services. One of the Plan's highest priorities is to significantly improve transit service in the City of Saint Paul.

GROWTH IN THE CORRIDOR

The entire metropolitan region is growing dramatically. Population is expected to increase by 27 percent to 3.1 million people in 2020, and jobs are expected to increase by 32 percent to 1.8 million jobs. Of even more concern is the fact that travel tends to increase more rapidly than population or employment. These growth patterns will exert considerable pressure on the region's infrastructure and will result in substantial increases in congestion and travel delays, particularly during the morning and evening commuter rush hours. Finally, air travel is expected to increase by 50 percent by the year 2020. Demographic forecasts for the Riverview Corridor reflect the following:

- An increase of 2,900 households in the corridor
- An increase of 1,450 households in downtown Saint Paul
- An increase of 6,700 jobs in downtown Saint Paul
- An increase of 5,000 jobs on the former Met Center site, near the Mall of America

The City of Saint Paul has given the Mississippi River downtown riverfront a great deal of attention in recent years with goals of revitalizing downtown Saint Paul, tying the city more closely to the river, and increasing residential development along the riverfront. Current development along the river is primarily industrial. However, large open spaces on both sides of the Mississippi River have been or are being vacated by these heavy industrial uses. Many of these sites are brownfield areas that are in transition. Several are being planned for or developed

with assistance from the City of Saint Paul and the Saint Paul Port Authority. Land uses that are being considered include moderate to high density residential, mixed use developments and industrial uses.

Both the Development Framework and several small area plans for neighborhoods along the Riverview Corridor have identified specific development plans. These plans, which are described below, include the following:

- Saint Paul on the Mississippi Development Framework
- Science Museum, Civic Center expansion, new Hockey Arena
- West Seventh/Chestnut Small Area Plan
- Brewery Ran-View Small Area Plan
- Brewery Neighborhood Livable Communities application
- Riverbluff Housing Proposal (Koch Mobil site)
- Shepard Davern/Gateway Small Area Plan Revision
- Gateway Project

Upper Landing Precinct

The Upper Landing Precinct is located within the Riverview Corridor and is identified by the Development Framework as "one of the most significant opportunities to reconnect the Mississippi to the downtown core." The Development Framework proposes a broad range of housing types on the site as well as commercial ventures catering to the local and visitor market.

Downtown

The current proposed development of a major new corporate headquarters building downtown for Lawson Software Company and expansion space for The Saint Paul Companies, and the major remodeling of Town Square currently underway, reflect the commitment to continuing expansion of employment, retail and entertainment activity downtown.

The new facility for the Science Museum of Minnesota, now under construction on Kellogg Boulevard, will bring 1,250,000 to 1,500,000 visitors per year to the downtown end of the Riverview Corridor. The number of visitors drawn by the Saint Paul Civic Center, located in the same area, will grow substantially with completion of the current expansion, and the Hockey Arena planned to replace the present civic center arena will bring a major additional increment of new visitors to the area.

West Seventh/Chestnut

The West Seventh/Chestnut Small Area Plan identifies opportunities for building on the strength of the historic character of the area to establish a mixed-use hospitality based business area as a gateway from downtown to the neighborhood. United Hospitals, currently completing a major expansion program, is a major employer and center of activity in this portion of the corridor.

Brewery Ran-View

The goals stated in the draft Brewery Ran-View Small Area Plan are to increase the area's population, restore residential and commercial structures, develop new uses for aging industrial sites, and create a connection to the Mississippi River. The plan proposes revitalization of the Brewery Neighborhood, eventual redevelopment of the industrial area between Randolph and Drake, and residential development of the Koch Mobil site.

The West Seventh/Fort Road Federation, in partnership with the Saint Paul Planning and Economic Development Department, has submitted a Livable Communities application for redevelopment of the Brewery Neighborhood, a small neighborhood that for several years has been plagued by disinvestment and deterioration. The proposed project would include the construction of 22 new townhouse units, a gateway/public transit node at West 7th Street, public open space on the bluff, improvement of the commercial frontage on West 7th Street, and a Phase II multi-family rental project.

The Koch-Mobil site, formerly a tank farm, offers a 65 acre opportunity for development on the river bluff. The City is pursuing environmental clean-up and site assembly. The preliminary concept envisions a 480-unit neo-traditional neighborhood with 80 single family homes, 256 town homes, 54 elderly independent living units, and a 90 unit assisted living senior housing development.

Shepard Davern/Gateway

The city and the neighborhood are currently completing a Phase II small area plan and development concept for this gateway area of Saint Paul that is intended to take full advantage of the potential represented by:

- The "gateway" role of the area to downtown, the entire city, and the neighborhood
- The strong housing market interest in sites related to the river and in housing alternatives other than large single family homes
- The potential for hospitality industry in this end of the Riverview Corridor.

The Gateway Project has been developed by the Highland Area Community Council with the cooperation of the Saint Paul Department of Public Works. The project will alter the character of TH 5/West 7th Street as it enters the city to highlight the transition from freeway to city street.

New signage welcoming people to Saint Paul and guiding visitors to points of interest will also be provided.

TRANSIT OPTIONS

Transit Technologies

Transit options for the Riverview Corridor were viewed as both service (or technology) options and alignment options. Transit technology options (see illustrations in Figure 3) include:

- **Bus in Mixed Traffic** – Buses of any size operating on streets with no special lanes or facilities for transit
- **Bus in Transitway** – Buses operating in a lane or roadway reserved for bus use, typically serving urban/suburban markets, with short distances between stations. Examples are:
 - Separate right-of-way or roadway for buses only
 - Operation in a bus lane marked by lane striping and a diamond symbol and signed for buses only
 - Operation on a highway shoulder signed for bus use.
- **Light Rail Transit** – LRT typically serves urban and suburban markets, with short distances between stations. Other characteristics of LRT include the use of an overhead power supply and the ability to operate on semi-exclusive right-of-way (including in-street operation). Dallas, San Diego, Baltimore are examples of cities having light rail transit.
- **Commuter Rail** – Commuter rail, as the name implies, primarily serves the commuter market. This type of rail service is characterized by longer station-to-station distances (on the order of 2 to 2.5 miles), the use of locomotives or self-propelled equipment and the use of existing rail right-of-way. Service may occur only on weekdays at peak hours for commuting. Station platforms can be either high (carfloor-level) or low (ground-level). For comparison, the other rail transit modes are light rail transit (LRT) and heavy rail or rapid transit (HRT). Dallas, San Diego, Baltimore are examples of cities that have commuter rail service, as well as light rail transit service.
- **Heavy Rail - HRT** primarily serves the urban market, with moderate distances between stations (on the order of 0.5 to 1 mile). Stations are usually high-platform. Most examples of this mode use an electrified third rail for the power supply. Consequently, the mode is generally characterized by use of an exclusive right-of-way which may be underground or above street level. Chicago and Washington, DC are examples of cities using heavy rail technology.

Transit Alignments

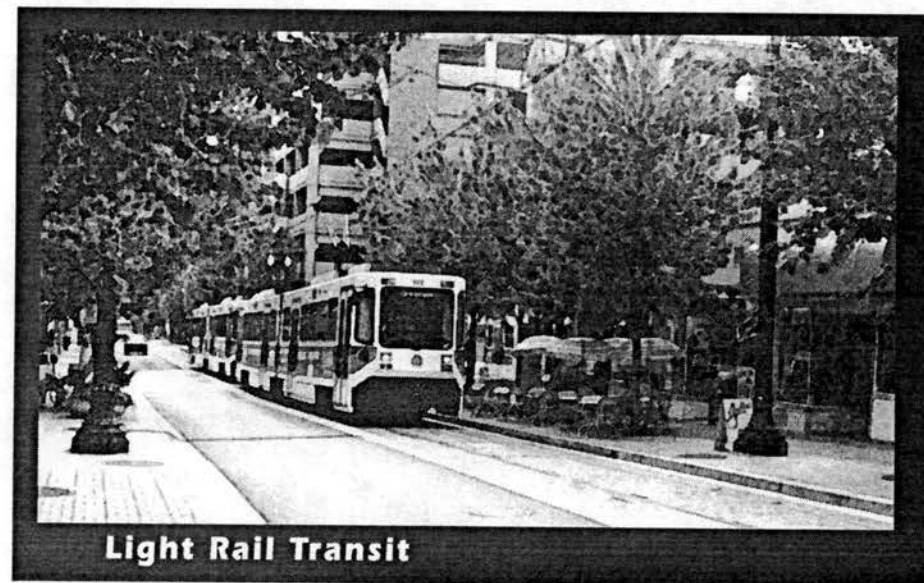
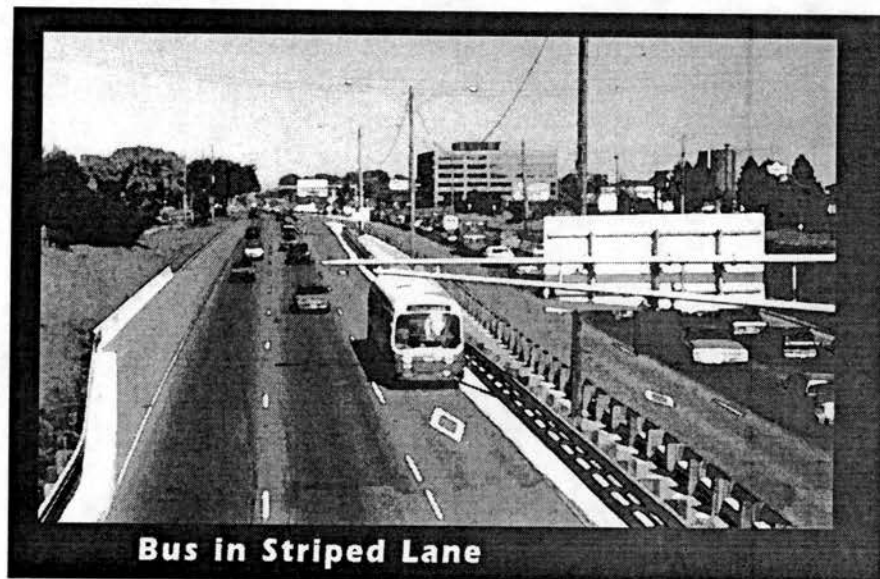
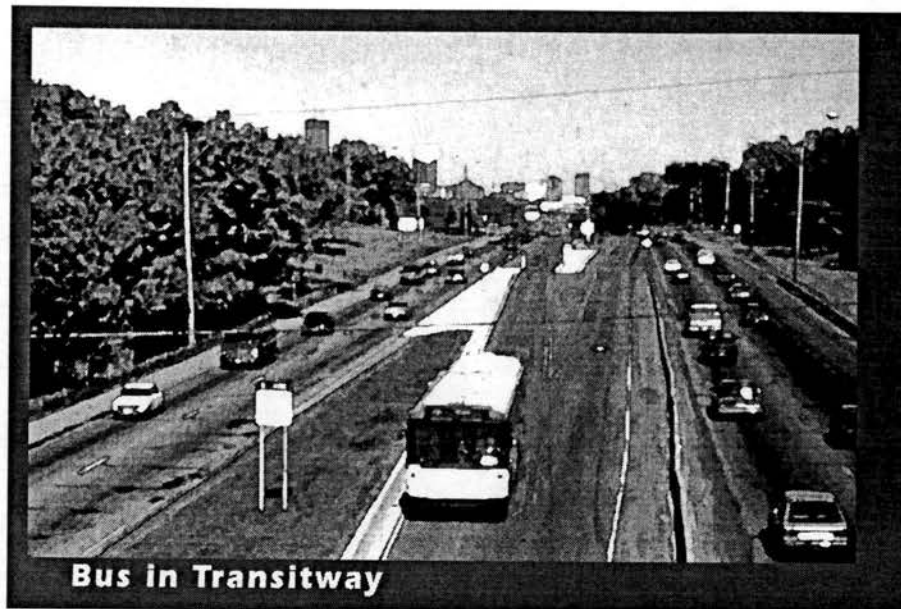
Buses operating in mixed traffic may run anywhere on the existing street and highway system. Therefore, questions of feasibility for this type of service were not addressed during the Phase 1 study except to provide future year ridership forecasts assuming operation along West 7th Street. Future phases of study will address this type of service in more detail.

The remaining transit service options require some type of right-of-way and construction and, for these alternatives, the Phase 1 study evaluated alternative alignments to determine where it might be feasible to construct a transitway. Based on the available roadway and railroad corridors between downtown Saint Paul and the airport, four basic alignment alternatives were considered west of downtown:

- West 7th Street
- I-35E
- Shepard Road
- CP Railroad

All alignment options were assumed to continue east from downtown Saint Paul to Arcade Street along either 7th Street or the rail right-of-way. Several alignment variations were investigated for engineering feasibility, particularly in downtown and across the Mississippi River. On the west side of the Mississippi River, all alternatives were assumed to connect to the Hiawatha Corridor at or near the Airport and to continue on to the Mall of America and intermediate destinations along a shared Hiawatha alignment. The Hiawatha alignment has not been finalized, and no alternatives for this segment were evaluated in the Phase 1 Riverview Corridor Study.

- **West 7th Street** — The West 7th Street alignment (see Figure 4) was not considered feasible for alternatives other than buses operating in mixed traffic due to the severe constraints created by traffic congestion and on-street parking near downtown and due to previous strong objectives from business owners. This does not preclude the potential study of other technologies along 7th Street in future studies. While specific sites were not identified, for planning purposes transit stations were assumed in the general vicinity of Maynard Drive, Snelling Avenue, Montreal Avenue, Otto Avenue, Randolph Avenue, Saint Clair Avenue, Grand Avenue, Kellogg Avenue, Cedar Street, Lafayette, Mounds Boulevard, and Arcade Street.
- **I-35E** — Several buses currently use I-35E to provide service to the airport as well as express commuter service directly across the I-35E bridge and into Dakota County. Only bus technology was considered appropriate for study along I-35E based on previous studies documenting the high cost and low flexibility of constructing light rail transit in a freeway environment. The I-35E corridor, however, could accommodate buses operating on the highway's shoulders, which would provide improved travel time for buses. It was assumed that buses would exit/enter I-35E at West 7th Street, using West 7th Street to access the Airport and the Mall of America (see Figure 4). While specific sites were not identified, for



planning purposes transit stations were assumed in the general vicinity of Maynard Drive Snelling Avenue, Montreal Avenue, I-35E, Randolph Avenue, and Kellogg Boulevard. On the east side, it was assumed that buses would operate on 7th Street and that transit stations would be located in the general vicinity of Lafayette, Mounds Boulevard and Arcade Street.

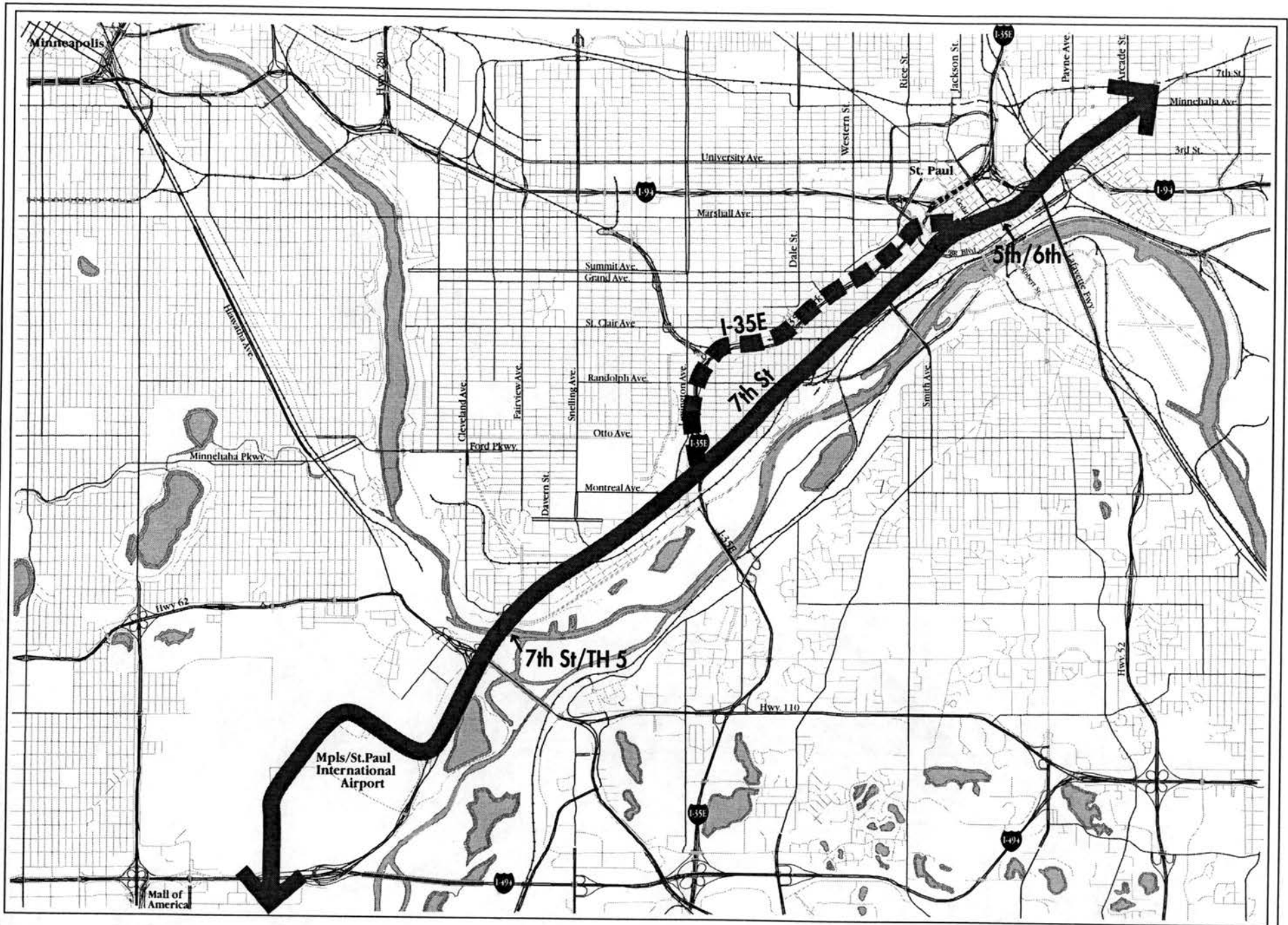
- **Shepard Road** — Shepard Road was investigated in this study for construction feasibility of a transitway for buses or for light rail transit. However, it should be noted that buses could operate in mixed traffic on Shepard Road and, in some locations, could use the roadway shoulders for bus operation. Several variations in alignment were investigated as needed to provide a continuous exclusive transitway (see Figure 5). While specific sites were not identified, it was assumed for planning purposes that there would be stations in the general vicinity of Davern Street, Madison Street, Rankin Street, Elway Street, Otto Avenue, Randolph Avenue and Chestnut Street. On the east side, it was assumed that buses would operate on 7th Street but that light rail transit would be located along the former railroad right-of-way owned by RCRRA. While no specific sites were identified, it was assumed for planning purposes that there would be transit stations in the vicinity of Lafayette (busway only), Mounds Boulevard, and Arcade Street. Two options for access across the Mississippi River were evaluated: Cleveland Avenue and West 7th Street.
- **Railroad Corridor** — Like Shepard Road, the Canadian Pacific railroad corridor was investigated in this study for construction feasibility of a transitway for buses or light rail transit. This is an operating railroad. It was assumed (for purposes of this study) that right-of-way on either side of the existing tracks could be used for a busway or light rail transit. Several variations in alignment were investigated as needed to provide a continuous exclusive transitway (see Figure 6). While no specific sites were identified, it was assumed for planning purposes that transit stations would be located in the vicinity of Cleveland Avenue, Davern Street, Rankin Street, Elway Street, Otto Avenue, Randolph Avenue, Saint Clair Avenue and Chestnut Street. On the east side, it was assumed that buses would operate along 7th Street for the busway alternative and that LRT would be routed along the railroad. For planning purposes, stations were assumed in the vicinity of Lafayette (busway only), Mounds Boulevard and Arcade Street. Three locations were evaluated for access across the Mississippi River: the railroad spur extension, at Cleveland Avenue and at West 7th Street.

EVALUATION OF ALTERNATIVES

The evaluation of alternatives focused on three key elements: (1) construction feasibility, (2) projected ridership, and (3) study objectives. Each of these elements is addressed below.

Construction Feasibility

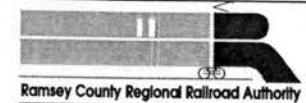
Conceptual engineering layouts were completed for each of the four general alignments (7th Street, CP Rail, Shepard Road and I-35E) to determine what specific routings would be feasible to construct from an engineering perspective. In some segments, multiple options were feasible while in others only one routing was feasible. For example, it was determined that a



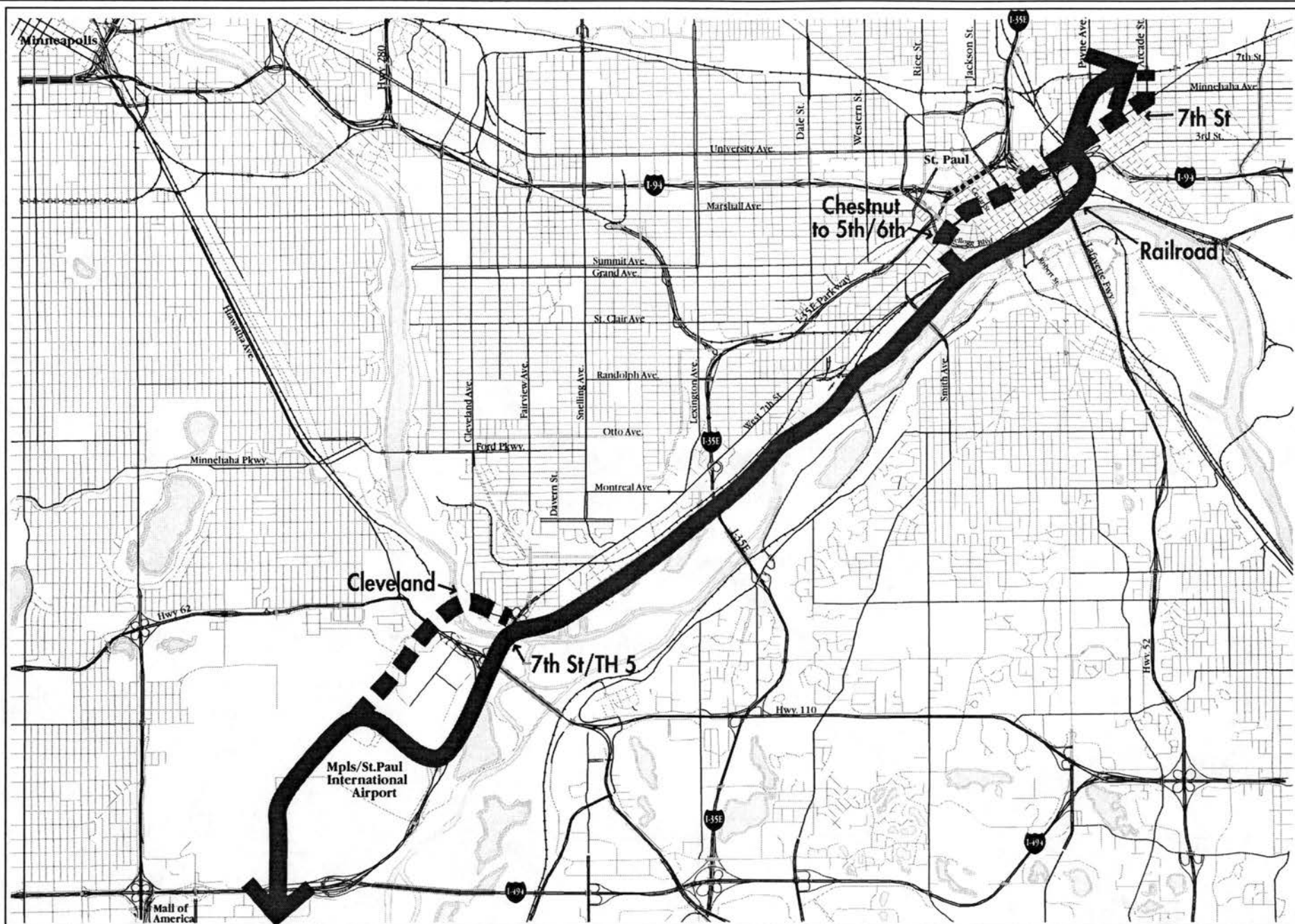
Riverview Transit Corridor Study

Figure 4

I-35E and 7th Street Alignment Alternatives



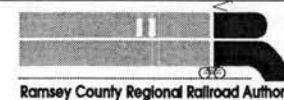
Ramsey County Regional Railroad Authority

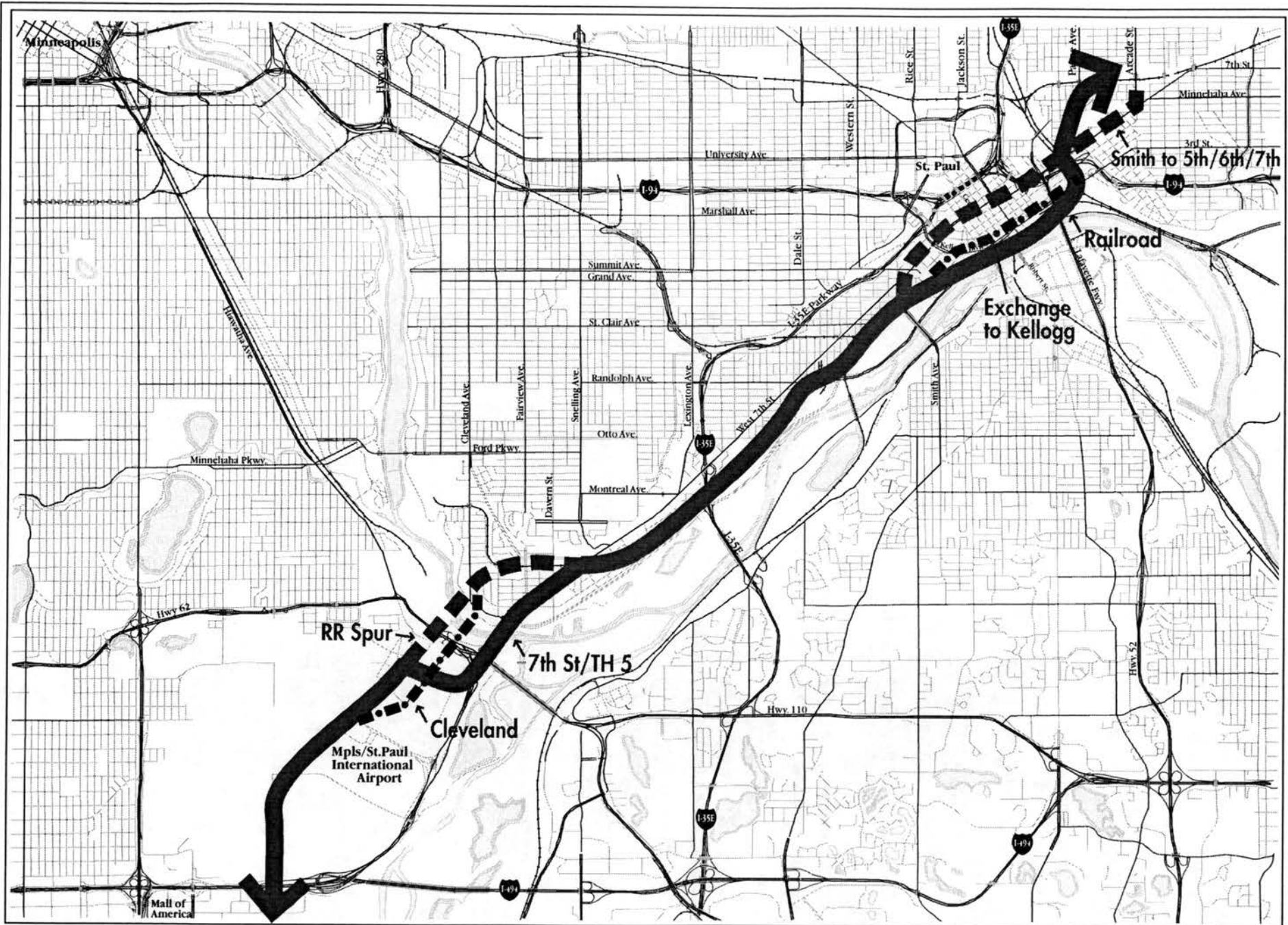


Riverview Transit Corridor Study

Figure 5

Shepard Road Alignment Alternatives

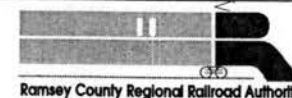




Riverview Transit Corridor Study

Figure 6

CP Railroad Alignment Alternatives



transitway could not be constructed along Shepard Road between Homer Street and Otto Avenue due to the very steep bluffs in this area and the close proximity of Shepard Road to the river. In this segment, the Shepard Road alignment was routed along the railroad. The resulting alignments formed the basis for the evaluation of feasibility based on cost and neighborhood acceptability.

Multiple alignments were identified primarily in the downtown area and at the crossing of the Mississippi River (see Figures 4-6). The construction feasibility evaluation of these sub-alternatives was focused on three primary questions:

- Can it physically be built?
- How much will it cost?
- Are there "fatal flaws" such as unacceptable neighborhood or environmental impacts?

Based on the information available about each alignment and discussions with the Technical Committee and the Riverview Corridor Task Force, the following alternatives are considered NOT FEASIBLE for further study.

- Crossings of the Mississippi River between the TH5 and Ford Parkway bridges are not feasible for either LRT or a busway because:
 - Very high estimated construction costs
 - Impacts to the Cleveland/Mississippi River Boulevard neighborhoods
 - Poor service connections to redevelopment sites
 - Circuitous routing resulting in patronage impacts.
- The Shepard road alignment is not feasible for light rail transit (but may be feasible for bus operation on shoulders) due to:
 - Inability to provide walk access to stations
 - Construction problems related to the bluffs and the river
 - Lack of a feasible access route into downtown
- The downtown segment alignments using Chestnut Street are not feasible because:
 - Severe grade on Chestnut
 - Complex traffic moves on Chestnut in the vicinity of the Civic Center and the new Science Museum
 - CP Rail would require grade separation at Shepard Road and Chestnut Street
 - Tracks may be inoperable during flooding
 - Severe curvature required to connect to 5th/6th Streets and to connect Shepard Road to Chestnut Street
 - Circuitous access to downtown

Projected Ridership

The process of forecasting future transit ridership is based on population, household and employment forecasts for the Twin Cities metropolitan area in the year 2020, along with characteristics of the proposed transit service. The 2020 forecast of average weekday transit riders in the Riverview Corridor for each alternative is shown in Table 1. These forecasts assume that the Hiawatha Transitway is in place and that the two corridors share an alignment (and ridership) between the Airport and the Mall of America.

Based on the Phase 1 forecasts, total corridor transit ridership in 2020 for the No Build alternative will be 8,400. Total Transitway Ridership (LRT or busway) will range from 7-11,000 daily riders depending on the alternative. Total Corridor Ridership (all transit service in the corridor) will range from 12-15,000 daily riders depending on the alternative (see Table 1).

There are a number of external factors that, over time or with public policy changes, can change transit ridership. These factors are typically influenced by the economy and market conditions or by public policy decisions and cannot be controlled by a single agency or jurisdiction. Examples are:

- Price of gasoline
- Price of parking
- Population and employment projections
- Roadway travel times (congestion)
- Marketing of a transit mode
- Public mode preference for rail due to image or perception of ride quality and reliability of service
- Vehicle fuel efficiency
- Transit fares

The sensitivity of the Riverview Corridor forecasts to various changes in these factors was not tested during the Phase 1 study which focused on establishing base conditions and assessing construction feasibility. Variables such as these will be evaluated further in subsequent phases of study.

Evaluation Based on Study Objectives

A preliminary evaluation of the alternatives as they relate to the study objectives is summarized in Table 2. Due to the preliminary nature of this evaluation and the similar performance of the alternatives, all alternatives are considered feasible for further study with the exception of those noted previously on page 18.

Table 1
Average Daily Transit Riders in 2020

	No Build	Bus Lane		Busway		Light Rail Transit	
		7th Street	I-35E	CP Rail	Shepard	CP Rail	Shepard
Corridor Bus Riders ⁽¹⁾	8,400	3,700	3,900	4,800	4,900	3,800	4,400
Transitway Riders ⁽²⁾	N/A	7,800	8,500	7,500 ⁽⁴⁾	7,100 ⁽⁴⁾	11,300 ⁽⁵⁾	8,000 ⁽⁵⁾
Total Transit Riders ⁽³⁾	8,400	11,500	12,400	12,300	12,000	15,100	12,400

- (1) Transit riders who use buses in corridor but do not transfer to transitway.
 (2) Transit riders on transitway (busway or LRT) including feeder bus transfers.
 (3) Sum of corridor bus riders and transitway riders.
 (4) Includes 500 Mall of America-to-airport riders and no intra-airport shuttle riders.
 (5) Includes 3,200 intra-airport shuttle and Mall of America-to-airport riders.

NEXT STEPS

The next step for the Riverview Corridor will be to complete a Major Investment Study, a federal process that will be initiated in summer, 1998. The Major Investment Study will be completed within the same framework that guided the Phase 1 study. It will not be limited to a transportation vision of how to move people. Rather, it will focus on how to coordinate land use, economic development and transit services to best meet community needs and realize community visions. The Major Investment Study will result in recommendations for short term, intermediate and long term transit improvements. The subsequent steps to be undertaken will depend upon the alternatives selected for implementation during the Major Investment Study.

In addition to the alternatives studied in Phase 1 that were not eliminated, the Riverview Corridor Task Force has recommended the following regarding the Major Investment Study:

- Investigate the feasibility of using Ford Parkway as the river crossing alignment.
- Concentrate study of a transitway river crossing on the existing TH 5/7th Street bridge.
- Continue to explore the Shepard Road/CP Railroad/Depot alternative for light rail transit as this is the only alignment in the corridor that may connect south of the Depot to commuter rail.

- Study light rail transit and busway on 7th Street in addition to buses in mixed traffic.

Other alternatives that remain under consideration are:

- Buses in mixed traffic
- LRT and busway on CP Rail alignment
- Various options to access the core area of downtown Saint Paul by bus or LRT
- Various options to reach the Arcade/East Seventh Street area by bus or rail

Table 2

Preliminary Evaluation of Corridor Alternatives

	7th Street	I-35E	Shepard Road		Railroad Corridor	
	Bus	Bus	Bus	LRT	Bus	LRT
Travel time to airport	46 min.	46 min.	50 min.	36 min.	50 min.	42 min.
Transitway riders	7,800	9,700	7,100	8,000	7,500	11,300
Total corridor riders	11,500	13,200	12,000	12,400	12,300	15,100
Access to major attractions (assumes 1/4 mile)	Yes	Yes	Yes	Yes	Yes	Yes
Strong support of economic development initiatives	No	No	Yes	Yes	Yes	Yes
Acres of adjacent brownfield redevelopment sites	210 acres	60 acres	250 acres	250 acres	250 acres	250 acres
Access to park and recreation areas (assume 1/4 mile)	8 sites	5 sites	8 sites	11 sites	10 sites	11 sites
Additional people served, especially related to welfare-to- work	Good	Limited	Somewhat Limited	Somewhat Limited	Good	Good
Right-of-way requirements	None	None	Some	Some	Some	Some
Potential for redevelopment that will result in additional jobs	Good	Minimal	Some	Some	Good	Good
Capital cost	N/A	N/A	\$134-144 million	\$266-304 million	\$137-173 million	\$296-353 million

N/A = not assessed

ADDITIONAL INFORMATION

For additional information about the Riverview Corridor and the Major Investment Study, please contact:

Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 Kellogg Boulevard
Saint Paul, Minnesota 55102

Telephone: 266-2762
Fax: 266-2761
E-mail: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US

RIVERVIEW CORRIDOR TASK FORCE MEMBERS

Anne Hunt, Task Force Chair
Neighborhood Energy Consortium

Roger Amundson
West End Business and Professional
Association

Chuck Armstrong
Office of the Mayor of Saint Paul

Sieglinde Bier
Highland Area Community Council

Bill Buth
Building Owners and Managers
Association

Rich Dethmeres
Capitol River Council

Erroll Edwards
West Side Citizens Organization

John Fox
Highland Business Association

Dan Galles
West End Business Association

Eric Hare
Irvine Park Association

Mat Hollinshead
Minnesotans for ISTE A

Ken Jefferson
Highland Business Association

Dan Kirk
Metropolitan State University

Patrick Loonan
Capital City Partnership

Wei-Ming Lu
Lowertown Redevelopment Corporation

Rolf Middleton
Resident

Richard Miller
West 7th Federation

Kathy Moriarty
Dayton's Bluff Center for Civic Life

Jeff Peterson
Saint Paul Area Chamber of Commerce

Laurel Severson
Uppertown Preservation League

John Siekmeier
Summit Hill Association

Michael Skwira
Capitol River Council

Chip Welling
Transit for Liveable Communities

TECHNICAL COMMITTEE MEMBERS

Kathryn DeSpiegelaere,
Committee Chair
Ramsey County Regional Railroad
Authority

John Caroon
Minnesota Department of Transportation

Judith Hollander
Metropolitan Council

Lorie Louder
Saint Paul Port Authority

Al Lovejoy
Saint Paul Planning & Economic
Development

Carl Ohrn
Metropolitan Council

Gregory Page
Riverfront Development Corporation

Dennis Probst
Metropolitan Airports Commission

Don Sobania
Saint Paul Public Works

Ken Stevens/Dean Michalko
Hennepin County Regional Railroad
Authority

Scott Thompson
Metro Transit

Allan Torstenson
Saint Paul Planning & Economic
Development

John Wirka
Saint Paul Parks

Jim Zdon
Saint Paul Planning and Economic
Development

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

7/9/98
Date

Board Action Requested

Approve Agreement with the City of St. Paul for Removal of Phalen Berm and Johnson Parkway Bridge; Authorize the Chair to Execute the Agreement; and Approve the Budget Transfer of \$32,500 to Pay for Costs in the Agreement.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere
 3. Agreement

Budgeting and Accounting

A. C. Oertel 7/9/98

County Attorney

William H. H. H.

Risk Management

Documentation certified complete for:

July 14, 1998

Board Date

Kristine A. Longheary
Signature

July 9, 1998
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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 900 feet south of Johnson Parkway to a point 1000 feet north of Maryland Avenue; and

WHEREAS, An agreement has been developed between the City of St. Paul and Ramsey County Regional Railroad Authority that is consistent with RCRRA Resolution 98-20 of June 23, 1998; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the agreement; and Be It Further

RESOLVED, That the Chair of the Rail Authority is authorized to execute the agreement; and Be It Further

RESOLVED, That the RCRRA authorizes the Director of Budgeting and Accounting to make a budget adjustment appropriating \$32,500 from the Ramsey County Regional Railroad Authority fund balance to pay for Ramsey County Regional Railroad Authority's costs associated with the agreement.

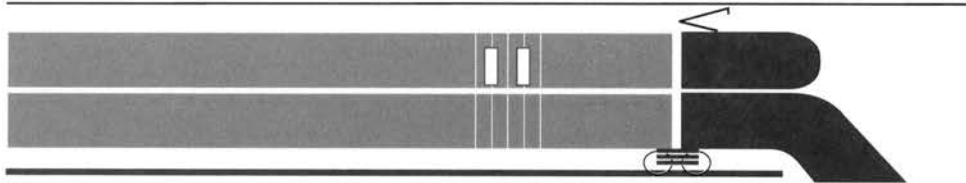
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	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: Kathy DeSpiegelaere

Subject: Phalen berm agreement

Date: July 8, 1998

I am pleased to report that staffs of the City of St. Paul, Ramsey County and Ramsey County Regional Railroad Authority have developed an agreement for the removal of the Phalen berm and Johnson Parkway Bridge.

The agreement is one that we all endorse, and it is consistent with the resolution you adopted on June 23, 1998.

Thank you for all the time you have spent on this subject. We are ready to move forward!

AGREEMENT

This agreement is made this ____ day of July 1998, between the RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY (RCRRA), a political subdivision of the State of Minnesota, and the CITY OF ST. PAUL (City), a Minnesota municipal corporation.

WITNESSETH:

WHEREAS, the RCRRA is the fee owner of a Corridor of land (the Corridor) lying, in part, easterly and southerly of Lake Phalen in the City of St. Paul, and

WHEREAS, RCRRA's predecessors in title constructed on the Corridor an earthen berm for the purpose of roadbed for railroad tracks and operation of railroad trains thereon, and

WHEREAS, the berm remains suitable for use as roadbed for rail transit purposes, and

WHEREAS, the City is desirous of removing a portion of the berm (the Project) between a point nine hundred (900) feet south of the corridor's intersection with the bridge over Johnson Parkway and a point one thousand (1000) feet north of Maryland Avenue (the Project Area), and

WHEREAS, the City and Ramsey County (County) have entered into a cooperative construction agreement for construction of County State Aid Highway 64 (CSAH-64) Prosperity Avenue, with the City acting as agent for the County, and

WHEREAS, the RCRRA is desirous of cooperating with the City in redevelopment of blighted properties east of the Corridor and for the reconstruction of Johnson Parkway as it intersects the Corridor, and

WHEREAS, removal of the Johnson Parkway bridge shall satisfy the RCRRA's obligation to remove the bridge under the Joint Powers Agreement dated August 24, 1993, between the parties, and

WHEREAS, the City agrees and supports that the primary purpose of the Corridor is availability for rail transit and that therefore the berm must be removed, and the roadbed restored, in such manner as to maintain the Project Area's suitability for future construction and operation of rail transit.

NOW, THEREFORE, FOR AND IN CONSIDERATION OF the mutual provisions and covenants herein, the parties agree as follows:

1. The RCRRA hereby grants to the City permission to enter upon the Project Area and, at the City's sole cost and expense, excavate and remove all surface and subsurface materials which constitute the berm, including dirt, gravel, rocks, or other material subject to the conditions herein, between nine hundred (900) feet south of Johnson Parkway and one thousand (1000) feet north of Maryland Avenue as provided herein.
2. The RCRRA makes no warranty or representations with respect to the suitability of the material removed from the berm for any purpose. The City shall take the material AS IS, WHERE IS. The RCRRA disclaims any expressed or implied warranties or guarantees of merchantability or fitness for any purpose of the materials excavated.
3. The City shall remove all material in the berm in the Project Area no later than December 1, 2001. Subject to the conditions of this paragraph, the material removed from the berm shall become property of the City for its use and disposition.

Material removed from the berm north of Maryland Avenue to the northern terminus of the Project Area shall be used by the City for the joint City and County construction project for CSAH-64.

The RCRRA shall be compensated for removal of material south of Maryland Avenue to the southerly terminus of the Project Area. The parties shall enter into good faith negotiations to determine the compensation to be received by the RCRRA, which shall be the market value for fill of similar quality for use in construction projects, less the cost of removal of the fill and site restoration. In no event shall the value of the fill be less than the cost of removal and restoration.

In the event the City fails to remove all material by December 1, 2001, the RCRRA may, in its sole discretion, take whatever steps it deems necessary to restore the Project Area to a condition suitable for construction of rail transit in the Corridor. Such steps may include, but are not limited to, causing the remaining berm to be removed or graded to match the berm in the Corridor outside the Project Area. Any material removed from the berm by the RCRRA or at its direction shall either be stored or disposed of in the sole discretion of the RCRRA. The City shall reimburse the RCRRA for any costs of such removal, restoration, or storage and shall not receive or have any claim to any proceeds of sale or other disposal of the soil received by the RCRRA if it elects to sell the material. The City shall reimburse the RCRRA for any and all costs and expenses including any contract payments, administrative costs, including attorneys fees, incurred by the RCRRA in completing the Project.

4. Prior to removal of any material, the City shall prepare and present for approval by the RCRRA a plan for restoration of the Project Area. The plan must include provisions for landscaping satisfactory to the RCRRA. No removal of material may occur until the restoration plan is approved. The RCRRA shall not unreasonably withhold its approval of restoration plans.

Upon completion of removal of the berm, the City will restore the Project Area according to the approved plan. If the City neglects or refuses to do so, the RCRRA may proceed with restoration according to the plan, and the City shall reimburse the RCRRA for any costs, including administrative costs and attorneys fees incurred by the RCRRA in restoring the Premises.

If the City elects to remove the berm through the length of the Project Area in stages, it shall prepare interim restoration plans which must be approved by the RCRRA. These plans shall insure that no significant portions of the Project Area remain in an ungraded condition bare of vegetation for any extended period of time. The plan will also provide that no dangerous conditions will be created by partial or staged removal of the berm.

5. The City's restoration plan shall insure that the Project Area remains suitable for future construction and operation of rail transit. As such, trees shall not be planted in or encroach upon the center 50 feet of the Project Area nor shall any structures, facilities, buildings, or other permanent obstructions, including tennis courts, be placed on the Project Area without the express consent of the RCRRA.

The City shall not remove any soils to create any wetlands nor shall it create any wetlands in the Project Area. The City shall insure that there remains in the Project Area a sufficient amount of soil and foundation material suitable for construction of railroad roadbeds without the necessity of the RCRRA bringing

additional fill to the Corridor. Restoration of the Project Area shall not result in a longitudinal grade exceeding five percent when the berm outside the Project Area is blended to meet the elevations created by removal of the berm.

6. The City shall control all dust, noise, odors, and erosion during removal of the material from the berm. If the RCRRA or City receives complaints from adjacent property owners regarding dust, noise, odors, or erosion, it shall promptly notify the City of such complaints, and the City shall take reasonable measures to correct the situation in a prompt manner. If the City neglects or refuses to do so, the RCRRA may, in its discretion, order the City, its contractors, or any other person to cease removal of material until such time as the complaint is resolved to the RCRRA's satisfaction.
7. It is understood that the Project Area may be subject to easements, licenses, or permits granted by the RCRRA to third parties. The City, at its sole cost and expense, shall insure that the conditions of the easement, licenses, and permits are complied with to the extent required by such easement, license, or permit.
8. The City agrees that it will approve at grade crossings for rail equipment at Maryland Avenue and Johnson Parkway, with priority given to rail traffic rather than traffic on those streets, if requested by the RCRRA, its successors or assigns. If the City elects to require grade separated crossings, it shall be responsible for all costs incurred by the RCRRA to establish a grade separated crossing. Such costs shall not include a bridge structure at Maryland Avenue and any additional costs incurred by the RCRRA, its successors or assigns to construct an above-grade passenger station as opposed to an at-grade passenger station.

The requirement of this paragraph shall be binding on the City and shall survive this agreement. The RCRRA may enforce the provisions of this paragraph through injunctive relief.

9. The City shall remove the bridge structure at Johnson Parkway to improve sight lines for road traffic in the area. Fill material removed from the berm north of Maryland Avenue to the northern terminus of the Project Area which is given to the City by this agreement shall satisfy the RCRRA's obligation to remove the bridge as required by Section V (E) of the Joint Powers Agreement (JPA) between the RCRRA, the City, and the County of Ramsey dated August 24, 1993.

If the RCRRA is required by any agreement to reimburse the Minnesota Department of Transportation (MnDOT) for any portion of the value of any fill removed by the City, the RCRRA shall pay such amount to the MnDOT. If the amount to be paid by the RCRRA to the MnDOT is less than \$32,500, the RCRRA shall pay to the City the difference between \$32,500 and the actual amount paid to the MnDOT.

10. The City shall obtain all federal, state, and local licenses or permits necessary to complete the work.
11. The City shall indemnify and hold harmless the RCRRA, and if the RCRRA requests, defend RCRRA with counsel reasonably acceptable to RCRRA, from and against all liabilities, obligations, including obligations to other governmental units, leases, damages, fines, penalties, demands, claims, causes of action, including any liability arising from the Minnesota Environmental Rights and Liability Act (MERLA) (Minn. Stat. § 115B), the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) 42 U.S.C. § 1802 et seq., judgments, costs and expenses, including without limitation attorneys fees, which may be imposed upon or incurred, suffered or paid by or asserted against the RCRRA directly or indirectly arising from, by reason of, or in connection with:
 - a. the City's use, non-use, possession, occupation, operation, maintenance, or management of the Project and Project Area;
 - b. any negligent or tortious act on the part of City or any of its agents, contractors, servants, employees, licensees, or invitees;
 - c. any accident, injury, death, or damage to any person or property occurring in, on, or about the Project Area arising from or related to the City's performance under the terms of this agreement;
 - d. any pollutant, toxic or hazardous material, substance or waste, or any other material which may adversely affect the environment, whether or not now recognized to have such adverse effect, which City, its employees, agents, contractors, or invitees bring upon, keep, use, or locate in, on, or about the Project Area, or the City's release or disposal of any such material, substance, or waste in, on, about, or from the Project Area by any of the foregoing;
 - e. any failure on the part of the City to perform or comply with any of the covenants, agreements, terms, provisions, conditions, or limitations contained in this agreement on its part to be performed or complied with.

Nothing contained in this section shall be deemed to require City to indemnify RCRRA to any extent prohibited by law.

Nothing in this paragraph or this agreement shall be construed or operate as a waiver by the RCRRA or City of any of their statutory or common law immunities or limitations of liability. This duty to indemnify shall occur without regard to the negligence, fault, actions or inactions of the RCRRA and shall apply to any tort, contract, or other cause of action by any party against the RCRRA as a result of the City's performance of this agreement.

12. Without the prior absolutely discretionary written consent of the RCRRA, the City shall not cause or permit to be brought upon or

left or used in, on, or about the Corridor by the City, its employees, agents, contractors, or invitees any toxic or hazardous material, substance, or waste as such may be defined by any federal, state, or local statute, ordinance, or regulation which may adversely affect the environment. Without limiting the indemnification requirements of the City under paragraph 12 hereof, if the presence of any such hazardous or toxic material is caused or permitted by the City, its employees, agents, contractors, or invitees results in contamination of the Corridor, then the City shall promptly take all actions at its sole expense as necessary to return the Project Area to the condition existing prior to and free of the introduction of such hazardous or toxic material.

13. The RCRRRA shall retain the right to enter the Project Area, to inspect the work in progress, to insure compliance with this agreement. This agreement shall not create or be construed to grant any leasehold or other proprietary interest in the Corridor to the City.
14. This agreement shall not be deemed to create a partnership, joint venture, or principle and agent relationship between the parties hereto.
15. Nothing in this agreement shall be deemed a waiver of any of the RCRRRA's or the City's statutory or common law immunities or limitations of liability.

CITY OF ST. PAUL

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

By: _____

Norman Coleman

Its: Mayor

Dated: _____

By: _____

Its: Director Financial Services

Dated: _____

By: _____

Its: Director of Public Works

Dated: _____

By: _____

Rafael Ortega

Its: Chair

Dated: _____

By: _____

Kathryn DeSpiegelaere

Its: Director

Dated: _____

APPROVED AS TO FORM:

David F. MacMillan
Assistant County Attorney

Dated: _____

By: _____

Its: Director, Planning and
Economic Development

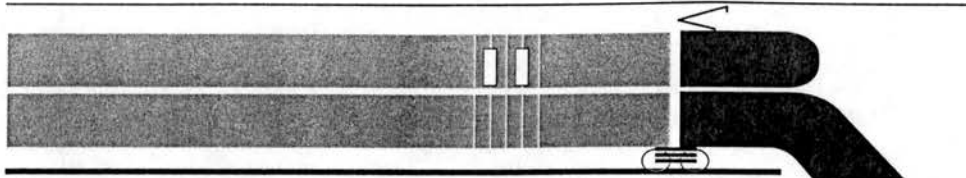
Dated: _____

APPROVED AS TO FORM:

By: _____

Its: Assistant City Attorney

Dated: _____



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

July 14, 1998

**Immediately following Administrative Board Meeting or
1:30 Physical Resources Committee Meeting**

Third Floor Council Chambers

Courthouse

1. * Approve minutes of the meeting of June 23, 1998.
 2. Riverview Corridor Feasibility Study.
 3. * Approve agreement with the City of St. Paul for removal of Phalen Berm and Johnson Parkway Bridge; Authorize the Chair to execute the agreement; and Approve the budget transfer for \$32,500 to pay for costs in the agreement.
- * Action is requested.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 23, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, June 23, 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, Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Jim Van Houdt, Bonnie Jackelen, Karen Tero, Paul St. Martin, Allan Torstenson, Dennis Bodin, Stacy Becker, Dan Bostrom, Pam Wheelock, Kurt Schroeder, Kris Longhenry

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

1. Approve Minutes of the Meeting of May 26, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to accept the minutes from the May 26, 1998 RCRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

2. Update on Federal Funding.

Kathy DeSpiegelaere informed the RCRRA about the new federal transportation bill named TEA 21. This is a six-year bill which authorizes funding, but requires annual requests for appropriation. Twin Cities projects earmarked in the bill include the Hiawatha, Riverview and Northstar Corridors and a commuter rail project from St. Paul to Hastings.

Kathy said that there have been some changes to the criteria in which transportation projects are ranked. Some additions to measure effectiveness of projects include the cost of sprawl and reduced infrastructure cost due to compact development. The Major Investment Study requirement has been modified. The same type of documentation is required but the environmental process will be incorporated into it.

Commissioner Haigh asked for clarification on the funding for the Northstar Corridor and how it would affect the corridor running to Hastings.

Kathy DeSpiegelaere answered that there are two separate authorizations for the two corridors and each year there will be separate appropriation requests.

Commissioner Rettman asked about the corridor in Forest Lake.

Kathy DeSpiegelaere replied that there is an authorization for a commuter rail study along Highway 35 between Forest Lake and Rush City in the amount of \$350,000.

Commissioner Reinhardt announced that last Thursday, there was a meeting regarding the Mn/DOT Commuter Rail Study in Forest Lake. She commented that she is chairing this group. This was well attended by elected and appointed officials from Chisago, Washington and Ramsey Counties and municipalities in these counties. It was agreed that there would be another meeting regarding the Mn/DOT study and how it ties in with the federal funding on August 31st. Talk about the trails and co-location of the trails were also discussed.

Kathy DeSpiegelaere stated that the consensus of the group was that it desired a formalized agreement at the August 31st meeting on how they would like to proceed on working together.

Commissioner Wiessner requested that the August 31st meeting be broadcast on cable television. Kathy DeSpiegelaere agreed to check on that.

Commissioner Rettman commented that the public needs to be involved if there are plans for commuter rail to move into St. Paul. She stated that all the district councils and municipalities in Ramsey County should be added to the mailing list because they will be affected eventually.

Commissioner Reinhardt noted that the Chisago County Commissioners were very interested in working with Ramsey and Washington Counties.

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.

Commissioner Haigh requested a presentation of Phase 1 of the Riverview Corridor Feasibility Study.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to 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.

Ayes - 6, Nays - 0.
Motion accepted.

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.

4. Comprehensive Transportation and Transit Plan.

Paul Kirkwold presented an update on municipal meetings and issue papers.

Commissioner Wiessner asked if the municipal meetings have been with the public or staff.

Paul answered that the meetings have been with municipal staff but the subject of public involvement has always been discussed. The response has been to work with the particular task forces and advisory committees.

5. Phalen Berm Removal Agreement.

Paul Kirkwold informed the RCRRA of some background information on the Phalen Berm area. Prosperity Avenue is proposed to be constructed on a new alignment. This is a County State Aid Highway and Ramsey County has some responsibility for the roadway. It will be constructed by the City of St. Paul and Ramsey County will be responsible for about 70% of the cost. Johnson Parkway is also a Ramsey County roadway in the area. The RCRRA owns a portion of the railroad right of way running north and south in the area.

Paul stated that there are other items proposed to be accomplished during the roadway project. One item is to restore an existing old wetland where the Phalen Shopping Center once existed. Another is to remove the bridge on the the RCRRA right of way. This bridge creates a sight distance problem for the new Prosperity Avenue. The bicycle trail will be redirected to cross at a signalized intersection of Johnson Parkway and Prosperity Avenue.

Commissioner Bennett asked if the sight distance problem would be corrected if all of the berm was removed.

Paul answered that it would correct the problem.

Paul commented that there is a need for fill material for an apartment complex being redeveloped north of Maryland and east of the right of way. There is also a need for fill to build Prosperity Avenue. There is the issue of where to get the fill and what is it good for. Initially, the plan was to use the fill from the berm for Prosperity. This is good fill. Another source of soil is from the wetland. Paul stated that this is adequate for the embankment of the roadway and underlying soils of the roadway.

Commissioner Bennett asked if the roadway would be turned back to the City of St. Paul.

Paul answered that it will be a County road and a County responsibility. He commented that the top two feet of the roadway would need to be granular fill and 200 feet of the berm would take care of this for the road.

Paul stated that the City of St. Paul has requested that the County participate in part of the removal cost of the wetland. This would cost the County about \$2.20/cubic meter. The resolution proposed today, states that if the soil is moved from the berm and used for the roadway, there would be no cost for the soil. If the berm fill is used for anything other than a roadway, then the soil would be sold at market value.

Paul commented that the agreement that is written requires the County to pay for the removal of the bridge structure through the RCRRA. It would provide for an adequate embankment material for the roadway, and would provide for a good granular base for the roadway.

Commissioner Ortega asked if all of the berm could be used for Prosperity.

Paul St. Martin answered that 37,000 cubic meters of fill is needed for Prosperity and the entire berm would accomodate that.

Commissioner Reinhardt stated that once the trails are put in, they need to be planned to coexist with rail. She also commented that it was agreed last December that the City of St. Paul would pay for the Johnson Parkway bridge removal and questioned why the RCRRA is being asked to pay \$75,000 for the removal.

Stacy Becker, Director of St. Paul Public Works, responded that the RCRRA did approve a resolution for the City of St. Paul to pay for the Johnson Parkway bridge removal, but the City never agreed to it. She commented that the bridge removal is needed for a safety issue.

Commissioner Bennett asked if the safety issue would be resolved if the whole berm was removed.

Stacy answered that the people in the neighborhood have issues with the berm removal south of Maryland.

Pam Wheelock, Director of St. Paul Planning and Economic Development, remarked that the constituents aren't necessarily against the berm removal, but they wanted the revitalization of the Phalen Shopping Center area done first. She also commented that according to the 1993 Joint Powers Agreement, it states that it is the RCRRA's responsibility to pay for the bridge removal. She said that the City of St. Paul and Ramsey County Public Works have worked together on a budget for the berm and the Prosperity project. The developer for the Maryland/Clarence site has an interest in buying materials from the berm removal and this was also figured into the figures.

Commissioner Reinhardt asked if the RCRRA would receive the money from the developer for the material from the berm.

Pam Wheelock answered that approximately \$88,000 would go to the RCRRA for the sale of the fill.

Kathy DeSpiegelaere commented that the Joint Powers Agreement does give responsibility to the RCRRA for the cost of bridge removals but in this case, because the City would receive the soil from the berm, it was believed that the two costs would create a tradeoff. She stated that if funds were received from the sale of the berm material, half of the funds would go to Mn/DOT since they put up half the funds to purchase the right of way. This would leave the RCRRA with approximately \$44,000 from the sale of the material.

Commissioner Haigh asked for more clarity on the timing of the berm removal south of Maryland and if it's the County or the City who says when the berm can be taken down.

Pam Wheelock stated that timing of the removal will be laid out in the agreement. She expected the timing will be tied to the road project moving forward or the redevelopment of the Phalen area. She estimated it to take place within 2-5 years.

Commissioner Haigh commented that clarity needs to be given to the community, City and County so this issue doesn't have to be visited again and there is no further slow down in the process.

Kathy DeSpiegelaere suggested some revisions in the resolution. #4 - instead of "within one year of a request by RCRRA to complete the removal" to "within three to five years to complete the removal. Also a caveat added that if the RCRRA would like it removed sooner, then St. Paul would have to remove it within one year of RCRRA's request.

Commissioner Bennett explained that this is a sticky issue and wanted to stay with the original proposal of St. Paul paying for the bridge removal and the material from the berm going to Prosperity.

Commissioner Rettman motioned to approve the resolution pending amendments. Commissioner Haigh seconded.

Commissioner Rettman commented that it needs to be stated that it is the City's intent to remove both sections of the berm.

Pam Wheelock said that the City Council has already approved removal of both sections of the berm, but hasn't narrowed down specific timing. She suggested language to reflect that the City agrees to move forward with the removal of the remainder of the berm within five years of the Prosperity realignment. She said the city is investing a lot of funds in the redevelopment area and asked for the RCRRA's flexibility in allowing the City to phase the removal of the second portion of the berm to move forward with their project and achieve their redevelopment goals.

Commissioner Ortega was concerned with the amount of time allotted for the berm removal.

Commissioner Reinhardt stated that one of the reasons that the fill from the whole berm is needed now is for Prosperity and questioned the timing on Prosperity.

Paul Kirkwold stated that the Prosperity project is slated to begin later this summer. He said that this doesn't correspond with the Maryland/Clarence site and the berm material could be used for a future road project.

Stacy Becker commented that the City, County and developer are working together to figure out what the fair share is that everyone pays. She stated that this project is complicated because it originally began as just a roadway project and now includes a redevelopment project.

Commissioner Wiessner questioned if it is possible for a trail to run alongside rail and how much width is required.

Kathy DeSpiegelaere answered that the right of way is generally 100 feet wide and there is enough room, but some modifications would be needed to work with grading. 30 feet is needed for rail and 12 feet is needed for trail.

Commissioner Wiessner asked for clarification on where the soil would come from for the Prosperity project if the berm soil was not used.

Paul Kirkwold answered that the City is asking the County to pay for a portion of the removal cost of the wetland because the disposal is going to be to the benefit of the County for the roadway. If the soil

isn't taken from the berm or the wetland, then it will have to be purchased from somewhere else and the cost would be almost double. He commented that these two projects work costwise for the County and the City.

Commissioner Reinhardt asked if the City is making money off the sale of the wetland soil to the County, or if it is just covering the cost of removal.

Paul Kirkwold responded that the City is paying more to haul the material out of the wetland. The County is only taking a portion and paying a portion. Some of the other material is being used for other City projects.

Commissioner Reinhardt asked how much the County will be paying for the wetland material.

Paul Kirkwold answered \$52,000. He stated that an agreement should be put together so the cost can be examined.

Commissioner Haigh commented that staff needs to go back and work with the City on the figures and clarify the timing of the removal of the southern part of the berm and then bring an agreement back to the RCRRRA.

Curt Schroeder, citizen representative of St. Paul's Bicycle Advisory Board, commented on the removal of the Johnson Parkway Bridge. He stated that the current bridge carries Phalen Creek Regional Trail and hooks up with other regional trails. He was concerned with the at grade crossing that is proposed and raises safety issues. He cited Mn Statute 160264 that references replacing bikeways/pedestrian ways. He recommended not paying for removal of the bridge.

Stacy Becker responded that the City Attorney has looked at the Mn Statute and has been assured that the City is well within guidelines for the replacement plan. She also said that the City has taken the trail issue very seriously.

Commissioner Bennett had some concerns about the quality of the soil for the roadway. He also asked how much better the soil is in the berm.

Paul Kirkwold remarked that the soil from the wetland is adequate to do the job and the soil in the berm is more granular.

Commissioner Rettman suggested adding a resolved to the end of the resolution that would state that the RCRRRA, the County and the City would be equal participants and share costs.

Commissioner Ortega asked for clarification on where the trails will be relocated.

Paul Kirkwold and Paul St. Martin explained where the trail would run on a map. The City of St. Paul will pay the cost of trail relocation.

Commissioner Haigh commented that the timing of the berm needs to be tied to some type of execution of agreement.

Commissioner Wiessner felt comfortable with the amendments and requested a tighter timeframe than 3-5 years for the berm removal.

Commissioner Reinhardt appreciated the City of St. Paul's comments and believed that the changes in the language of the resolution would resolve the issues. She felt that 3 years for the berm removal was acceptable. She also commented that the issue of the trail and the Mn Statute need to be referenced in the resolution.

Stacy Becker said that their plans are up for review at Mn/DOT right now and the City could get started right away.

Commissioner Ortega requested that all the particulars be worked out and presented to the RCRRA at the July 14, 1998 RCRRA meeting for approval.

St. Paul City Councilman Dan Bostrom responded that the City Council took action on the berm removal and has a resolution that the City stands behind. He also commented that once the berm would be removed, there wouldn't be anything left to run a bridge through.

Commissioner Bennett felt that if the berm goes back up, then the bridge will go back up to. He stated that if the City wants the bridge down, then the City should pay to put the bridge back up.

Stacy Becker remarked that if some agency wants the berm/bridge back, that agency will pay for it to be replaced.

Commissioner Wiessner asked for the County Attorney look into the bridge removal/replacement and add to #7 on the resolution that the County Attorney also agrees to the conditions of the removal of the Johnson Parkway bridge.

Stacy Becker agreed to have completed for the July 14th meeting a cost arrangement, the City Attorney opinion on the Mn Statute, and assurance of the trails and timing of the berm removal.

Ayes - 6, Nays - 0
Motion accepted.

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 900 feet south of Johnson Parkway to a point 1000 feet 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 by St. Paul between 900 feet south of Johnson Parkway and 1000 feet north of Maryland Avenue. The removal may occur incrementally. Removal of any remaining soil in the berm will be done by St. Paul no later than December 1, 2001 in accordance with the agreement. A grading and restoration plan is to be prepared by St. Paul staff to meet approval by RCRRA and St. Paul Parks staff. 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. This will include relocation of the trail over the Johnson Parkway bridge in a manner that meets state requirements.
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 and the County Attorney.
8. Cost issues will be addressed as indicated in the agreement. The guideline is that the Rail Authority, County and City will be equal participants and share costs.
9. At grade crossings of Johnson Parkway and Maryland Avenue must give first priority to rail service. If a grade separated crossing is required by the City of St. Paul at either of these locations, St. Paul will be responsible for all costs incurred by the RCRRA to establish a grade separated crossing, not including a bridge structure at Maryland Avenue and an above grade passenger station at this location.
10. Approval of the St. Paul City Council for the agreement after consultation with all affected property owners will occur prior to RCRRA approval.

The meeting adjourned at 3:20 p.m.

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegelbauer
Authorized Signature

7/6/98
Date

Board Action Requested

Riverview Corridor Feasibility Study.

DISCUSSION ONLY

Request Justification

See attached report.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

July 14, 1998

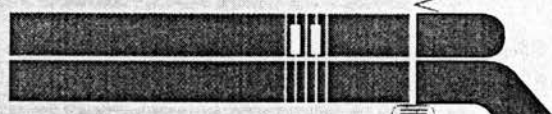
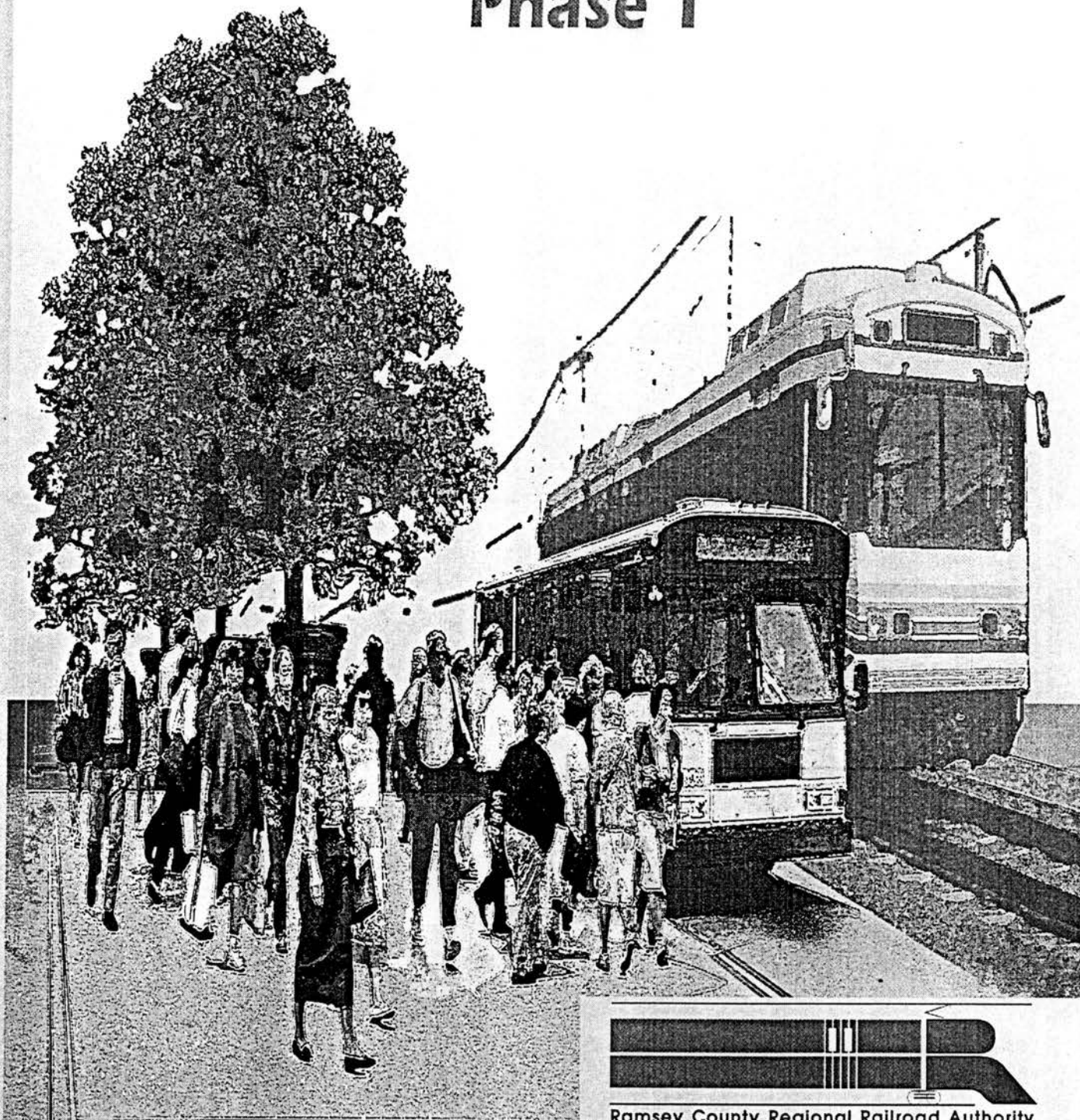
Board Date

Kristine A. Longhenry
Signature

7-6-98
Date

Riverview Corridor Study

Phase 1



Ramsey County Regional Railroad Authority
with assistance from:

Minnesota Department of Transportation

Metropolitan Council

Metro Transit

City of St. Paul

May 1998



CONSULTING GROUP, INC.

PHASE 1

RIVERVIEW CORRIDOR STUDY

Ramsey County Regional Railroad Authority

May 1998

Prepared with Assistance by

Metropolitan Council
Metro Transit
City of Saint Paul
Minnesota Department of Transportation

SRF Consulting Group, Inc.

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PHASE 1

RIVERVIEW CORRIDOR STUDY

INTRODUCTION

The Riverview Corridor extends from the Lower East Side of Saint Paul through downtown Saint Paul southwest to the Minneapolis/Saint Paul International Airport and the Mall of America. This corridor was selected as the location to assess transit improvements because of the unique confluence of geography, needs and opportunities it presents. It is the location of major travel destinations, it interconnects with other major transportation corridors, and it has vibrant, diverse neighborhoods. An even more important reason, however, is the ability of this corridor to demonstrate the relationship of redevelopment in the urban core with transit as the catalyst. This corridor in a densely settled urban area is unique in the amount of redevelopable land being analyzed for new uses.

A first step in the demonstration was the documentation of land use and economic development plans proposed by the City of Saint Paul for this corridor. The assessment of the feasibility of various transit types and their locations within the corridor followed. This assessment was done in the context of a set of criteria that was established during the course of the study.

This study was undertaken by the Ramsey County Regional Railroad Authority (RCRRA) in cooperation with the Metropolitan Council, Metro Transit, Saint Paul and the Minnesota Department of Transportation. The Riverview Corridor Task Force and Technical Committee (see membership list at end of report) guided this study. The Task Force approved goals, objectives and evaluation measures, provided business and neighborhood input on study findings and recommendations and provided the connection between RCRRA and local residents, businesses and organizations. The Technical Committee reviewed technical materials prepared by the consultant, provided information on appropriate methodologies and provided technical research support.

This study is the first step in working with the community on implementing short and long term economic development and transit improvements for the corridor. It guides the next phase of study, a federally funded Major Investment Study, that will examine transit improvements in greater detail, in concert with the community in which they are located.

FRAMEWORK

As shown in Figure 1, the Riverview Corridor connects to the airport and the Mall of America on the west, follows the river northeast through downtown Saint Paul to the edge of the Phalen Corridor near Arcade Street. The corridor serves a population of over 40,000 people, almost 120,000 jobs and millions of visitors and shoppers. The Riverview Corridor is approximately 12.3 miles long including a 3.9 mile section between the airport and the Mall of America.

Existing Land Uses

The existing land uses in the corridor include a broad mix of residential, commercial, office, institutional and industrial uses. In addition, the Riverview Corridor connects downtown Saint Paul to the airport, downtown Minneapolis via the Hiawatha Corridor, the Mall of America and the Bloomington I-494 strip. The Riverview Corridor also provides a connection to six of the top twenty visitor attractions in the state of Minnesota as well as to the proposed Hockey Arena in downtown Saint Paul:

- | | |
|----------------------------|------------------------------------|
| • Mall of America | 40,000,000 annual visitors |
| • Minnesota Science Museum | 777,000 (1,500,000 with expansion) |
| • Fort Snelling State Park | 667,000 |
| • Ordway Theater | 500,000 |
| • Children's Museum | 354,000 |
| • Landmark Center | 253,000 |

There are several large redevelopment sites along the river (see Figure 1) which have been vacated by heavy industrial uses due to changes in the marketplace. Not only does the mix of land uses in the corridor support the use of transit, but the extent of redevelopment potential offers the opportunity to create a synergism between land development and transit investment that could benefit the economic vitality of the corridor and substantially increase the long-term use of transit in this corridor.

Existing Transit Service

Existing transit service in the Riverview Corridor is shown in Figure 2. It is anchored by north/south service running along Cleveland and Snelling Avenues and east/west service along West Seventh Street and Ford Parkway. Buses also provide service along Randolph, Saint Clair, I-35E and several local streets. Access to the airport is provided via West Seventh Street and TH 5.

As noted above, the Riverview Corridor serves a large population of residents, employees and visitors. Existing transit ridership in the corridor is 1,200 riders per day east of downtown and 6,000 west of downtown. Ridership is expected to increase to 8,400 riders per day in 2020 with a continuation of the service that is in place today. Changes in transit service, development patterns and transportation policies can positively influence the role of transit in the Riverview Corridor.

Needs in the Corridor

One of the first tasks undertaken by the Technical Committee and the Riverview Corridor Task Force was to identify needs in the Riverview Corridor. Several factors affecting the region and the city were identified as core issues including congestion, growth, the concentration of low income people in the central cities, and the regional decline in transit use.

There is congestion on roadways in the Riverview Corridor. Interstate 35E has limited expansion potential and is congested, with 60,000-86,000 vehicles per day. Shepard Road, a facility that parallels the Riverview Corridor, will be congested by the year 2020. Its proximity to the Mississippi River severely constrains ability to expand the roadway. West Seventh Street/Fort Road is a four lane arterial which carries 30-40,000 vehicles per day west of Lexington Avenue. Access to downtown Saint Paul and the Minneapolis/Saint Paul International Airport and points between them will be compromised at peak hours. The ability to add highway capacity is constrained.

There will be an increase of 20 percent in households from 15,000 to 19,000 in the Riverview Corridor between now and the year 2020. There will be an increase in the corridor in jobs of 13.2 percent in the next 20 years, from 61,000 to 70,000. Special event traffic is a regular occurrence in this corridor, with major attractors that include downtown Saint Paul, Science Museum, Ordway Theater, Children's Museum, RiverCentre, Fort Snelling, State Capital and the Landmark Center, some of which are being expanded. The Mall of America, at the terminus of the Riverview Corridor, attracts 40 million visitors per year and plans to expand.

There are low and moderate income residents in the Riverview Corridor. Poverty rates in census tracts in 1989 varied from 8 to 14% and were as high as 28 to 76% in some census tracts.

Welfare to work legislation has resulted in a need for many low-income residents to find work. In Ramsey County, about 10,000 families are impacted by federal and state welfare reform legislation. Approximately 600 low income families live in the Riverview Corridor area, and of those less than 25% own cars. Transit improvements in service and availability improve their access to jobs and child care.

Transit use in the Twin cities region is decreasing. Auto use is increasing at a rate that exceeds population and employment growth. These trends, along with constraints on financing of transit improvements, have resulted in increased impacts in neighborhoods of auto traffic and decreased access to services.

Transit and redevelopment needs specific to the Riverview Corridor that are related to these core issues were identified by the Task Force as:

Economic development needs:

- Additional employment opportunities
- Redevelopment, reinvestment and intensification of land uses

- Clean-up and redevelopment of brownfield sites (contaminated soils)
- Reclamation of the riverfront for more intensive uses
- Additional life-cycle housing

Transit service needs:

- Stronger linkages of jobs, transportation and housing
- Improved transit services to the largest job concentrations: two downtowns, University of Minnesota, West Midway, Airport, Mall of America and other job centers
- Access to jobs and services for transit-dependent population
- Access to redevelopment sites by potential employees
- Transit service changes that respond to land use development and travel changes
- Connections to and between regional facilities including the Science Museum, the Civic Center and the proposed Hockey Arena

VISION

Based on the above stated needs, draft goals, objectives and evaluation measures were developed by the Metropolitan Council and revised and approved by the Technical Committee and the Riverview Corridor Task Force. These goals and objectives create the framework for a transit vision for the Riverview Corridor. This vision encompasses the following desired outcomes:

- Improved access to major attractions, including the airport, that support the tourism and business interests of the city and the region
- Improved access to employment opportunities including reverse commute jobs
- Better linkages among housing, jobs and transportation for residents and employees in the corridor
- Opportunities for alternative transportation including bicycles and pedestrians
- Reduced demand for parking in downtown Saint Paul
- Creation of new jobs within the corridor
- Economic development activities and riverfront redevelopment in the corridor
- Recycling of polluted sites (clean-up of brownfields)
- Enhancement and protection of the Mississippi River
- Reduced air pollution

This vision for the Riverview Corridor is consistent with the direction set by the Metropolitan Council in its "Regional Blueprint" and "Transit Redesign," Ramsey County in its "Strategic Plan," and the City of Saint Paul in its "Transportation Policy Plan" and "Mississippi Development Framework."

Regional Blueprint (Metropolitan Council)

The Metropolitan Council has placed a high priority on redevelopment in the urban core area. The Metropolitan Council's policies as stated in the "Regional Blueprint" encourage local communities to plan for higher-density development in nodes and job centers where major transit capital improvements can be made for facilities such as transitways (busways or light rail transit). As stated in the Metropolitan Council's Regional Blueprint, a combined transit/land use strategy to reduce reliance on the automobile will, over time, result in:

- Less consumption of land
- Reduced traffic generation
- Less need for and less costly urban services
- Higher density development along transportation corridors
- Less air pollution
- Reduced energy consumption
- More human-scale urban and suburban living environments

Transit Redesign (Metropolitan Council)

The Metropolitan Council's 1996 Transit Redesign emphasizes the need to integrate land use and transit as is being proposed for the Riverview Corridor through infill development in urbanized areas, through redevelopment of large parcels into more compact forms, and through retrofitting existing neighborhoods to better integrate transit facilities and services. As encouraged in Transit Redesign, the vision for the Riverview Corridor is to "plan and develop land uses with a sense of place, emphasizing the creation of transit and pedestrian-oriented environments." This will be particularly important for the Riverview Corridor and the City of Saint Paul, as stated in Transit Redesign, "Investors now acknowledge that healthy, livable places with mixed uses and varied transportation options may be better risks for investment in the next century."

Ramsey County Strategic Plan

The objectives for the Riverview Corridor are also consistent with the Ramsey County Strategic Plan which is intended to guide the growth and development of the County into the 21st Century. The integration of economic development and high quality transit service is an important component of the Strategic Plan. As stated in the Strategic Plan, the County will "encourage systematic development of commercial, industrial, residential, and agricultural zones to reverse

the wasteful trend toward urban sprawl and will recognize "the value of our attractive neighborhoods, the importance of reinvesting in the urban core, the key role of downtown areas, and the unique asset represented by the Mississippi River." "The County government will rehabilitate industrial sites, generate new business areas and spur development in new residential areas. These businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products."

City of Saint Paul Transportation Policy Plan

The Riverview Corridor transit planning study responds directly to the Transportation Policy Plan of the City of Saint Paul which makes a strong plea for better transit service in the core cities. The Plan states that bus ridership has decreased significantly on Saint Paul routes since 1980, in part because transit serves primarily those work trips that start and stay in Saint Paul. Other reasons given for reduced transit use are that "people are discouraged from taking the bus by the relative infrequency and slowness of service, difficult schedules and confusion about routes, fear for personal safety, and the desire to make stops on the way home from work." The Plan emphasizes that the people who are hurt most by disinvestment in transit are those who must depend on transit, whether because of low income, disability, or other reasons, for access to jobs and services. One of the Plan's highest priorities is to significantly improve transit service in the City of Saint Paul.

GROWTH IN THE CORRIDOR

The entire metropolitan region is growing dramatically. Population is expected to increase by 27 percent to 3.1 million people in 2020, and jobs are expected to increase by 32 percent to 1.8 million jobs. Of even more concern is the fact that travel tends to increase more rapidly than population or employment. These growth patterns will exert considerable pressure on the region's infrastructure and will result in substantial increases in congestion and travel delays, particularly during the morning and evening commuter rush hours. Finally, air travel is expected to increase by 50 percent by the year 2020. Demographic forecasts for the Riverview Corridor reflect the following:

- An increase of 2,900 households in the corridor
- An increase of 1,450 households in downtown Saint Paul
- An increase of 6,700 jobs in downtown Saint Paul
- An increase of 5,000 jobs on the former Met Center site, near the Mall of America

The City of Saint Paul has given the Mississippi River downtown riverfront a great deal of attention in recent years with goals of revitalizing downtown Saint Paul, tying the city more closely to the river, and increasing residential development along the riverfront. Current development along the river is primarily industrial. However, large open spaces on both sides of the Mississippi River have been or are being vacated by these heavy industrial uses. Many of these sites are brownfield areas that are in transition. Several are being planned for or developed

with assistance from the City of Saint Paul and the Saint Paul Port Authority. Land uses that are being considered include moderate to high density residential, mixed use developments and industrial uses.

Both the Development Framework and several small area plans for neighborhoods along the Riverview Corridor have identified specific development plans. These plans, which are described below, include the following:

- Saint Paul on the Mississippi Development Framework
- Science Museum, Civic Center expansion, new Hockey Arena
- West Seventh/Chestnut Small Area Plan
- Brewery Ran-View Small Area Plan
- Brewery Neighborhood Livable Communities application
- Riverbluff Housing Proposal (Koch Mobil site)
- Shepard Davern/Gateway Small Area Plan Revision
- Gateway Project

Upper Landing Precinct

The Upper Landing Precinct is located within the Riverview Corridor and is identified by the Development Framework as "one of the most significant opportunities to reconnect the Mississippi to the downtown core." The Development Framework proposes a broad range of housing types on the site as well as commercial ventures catering to the local and visitor market.

Downtown

The current proposed development of a major new corporate headquarters building downtown for Lawson Software Company and expansion space for The Saint Paul Companies, and the major remodeling of Town Square currently underway, reflect the commitment to continuing expansion of employment, retail and entertainment activity downtown.

The new facility for the Science Museum of Minnesota, now under construction on Kellogg Boulevard, will bring 1,250,000 to 1,500,000 visitors per year to the downtown end of the Riverview Corridor. The number of visitors drawn by the Saint Paul Civic Center, located in the same area, will grow substantially with completion of the current expansion, and the Hockey Arena planned to replace the present civic center arena will bring a major additional increment of new visitors to the area.

West Seventh/Chestnut

The West Seventh/Chestnut Small Area Plan identifies opportunities for building on the strength of the historic character of the area to establish a mixed-use hospitality based business area as a gateway from downtown to the neighborhood. United Hospitals, currently completing a major expansion program, is a major employer and center of activity in this portion of the corridor.

Brewery Ran-View

The goals stated in the draft Brewery Ran-View Small Area Plan are to increase the area's population, restore residential and commercial structures, develop new uses for aging industrial sites, and create a connection to the Mississippi River. The plan proposes revitalization of the Brewery Neighborhood, eventual redevelopment of the industrial area between Randolph and Drake, and residential development of the Koch Mobil site.

The West Seventh/Fort Road Federation, in partnership with the Saint Paul Planning and Economic Development Department, has submitted a Livable Communities application for redevelopment of the Brewery Neighborhood, a small neighborhood that for several years has been plagued by disinvestment and deterioration. The proposed project would include the construction of 22 new townhouse units, a gateway/public transit node at West 7th Street, public open space on the bluff, improvement of the commercial frontage on West 7th Street, and a Phase II multi-family rental project.

The Koch-Mobil site, formerly a tank farm, offers a 65 acre opportunity for development on the river bluff. The City is pursuing environmental clean-up and site assembly. The preliminary concept envisions a 480-unit neo-traditional neighborhood with 80 single family homes, 256 town homes, 54 elderly independent living units, and a 90 unit assisted living senior housing development.

Shepard Davern/Gateway

The city and the neighborhood are currently completing a Phase II small area plan and development concept for this gateway area of Saint Paul that is intended to take full advantage of the potential represented by:

- The "gateway" role of the area to downtown, the entire city, and the neighborhood
- The strong housing market interest in sites related to the river and in housing alternatives other than large single family homes
- The potential for hospitality industry in this end of the Riverview Corridor.

The Gateway Project has been developed by the Highland Area Community Council with the cooperation of the Saint Paul Department of Public Works. The project will alter the character of TH 5/West 7th Street as it enters the city to highlight the transition from freeway to city street.

New signage welcoming people to Saint Paul and guiding visitors to points of interest will also be provided.

TRANSIT OPTIONS

Transit Technologies

Transit options for the Riverview Corridor were viewed as both service (or technology) options and alignment options. Transit technology options (see illustrations in Figure 3) include:

- Bus in Mixed Traffic – Buses of any size operating on streets with no special lanes or facilities for transit
- Bus in Transitway – Buses operating in a lane or roadway reserved for bus use, typically serving urban/suburban markets, with short distances between stations. Examples are:
 - Separate right-of-way or roadway for buses only
 - Operation in a bus lane marked by lane striping and a diamond symbol and signed for buses only
 - Operation on a highway shoulder signed for bus use.
- Light Rail Transit – LRT typically serves urban and suburban markets, with short distances between stations. Other characteristics of LRT include the use of an overhead power supply and the ability to operate on semi-exclusive right-of-way (including in-street operation). Dallas, San Diego, Baltimore are examples of cities having light rail transit.
- Commuter Rail – Commuter rail, as the name implies, primarily serves the commuter market. This type of rail service is characterized by longer station-to-station distances (on the order of 2 to 2.5 miles), the use of locomotives or self-propelled equipment and the use of existing rail right-of-way. Service may occur only on weekdays at peak hours for commuting. Station platforms can be either high (carfloor-level) or low (ground-level). For comparison, the other rail transit modes are light rail transit (LRT) and heavy rail or rapid transit (HRT). Dallas, San Diego, Baltimore are examples of cities that have commuter rail service, as well as light rail transit service.
- Heavy Rail - HRT primarily serves the urban market, with moderate distances between stations (on the order of 0.5 to 1 mile). Stations are usually high-platform. Most examples of this mode use an electrified third rail for the power supply. Consequently, the mode is generally characterized by use of an exclusive right-of-way which may be underground or above street level. Chicago and Washington, DC are examples of cities using heavy rail technology.

Transit Alignments

Buses operating in mixed traffic may run anywhere on the existing street and highway system. Therefore, questions of feasibility for this type of service were not addressed during the Phase 1 study except to provide future year ridership forecasts assuming operation along West 7th Street. Future phases of study will address this type of service in more detail.

The remaining transit service options require some type of right-of-way and construction and, for these alternatives, the Phase 1 study evaluated alternative alignments to determine where it might be feasible to construct a transitway. Based on the available roadway and railroad corridors between downtown Saint Paul and the airport, four basic alignment alternatives were considered west of downtown:

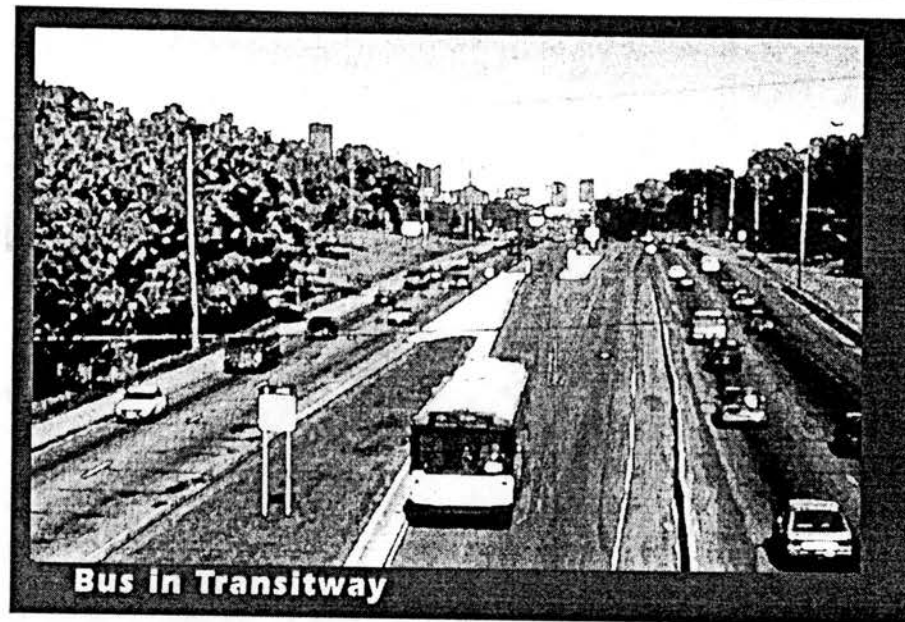
- West 7th Street
- I-35E
- Shepard Road
- CP Railroad

All alignment options were assumed to continue east from downtown Saint Paul to Arcade Street along either 7th Street or the rail right-of-way. Several alignment variations were investigated for engineering feasibility, particularly in downtown and across the Mississippi River. On the west side of the Mississippi River, all alternatives were assumed to connect to the Hiawatha Corridor at or near the Airport and to continue on to the Mall of America and intermediate destinations along a shared Hiawatha alignment. The Hiawatha alignment has not been finalized, and no alternatives for this segment were evaluated in the Phase 1 Riverview Corridor Study.

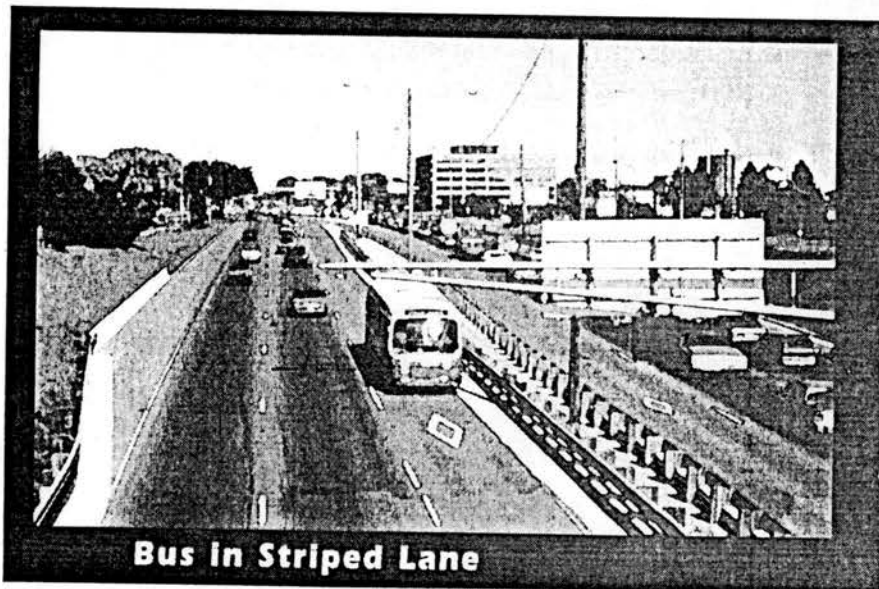
- **West 7th Street** — The West 7th Street alignment (see Figure 4) was not considered feasible for alternatives other than buses operating in mixed traffic due to the severe constraints created by traffic congestion and on-street parking near downtown and due to previous strong objectives from business owners. This does not preclude the potential study of other technologies along 7th Street in future studies. While specific sites were not identified, for planning purposes transit stations were assumed in the general vicinity of Maynard Drive, Snelling Avenue, Montreal Avenue, Otto Avenue, Randolph Avenue, Saint Clair Avenue, Grand Avenue, Kellogg Avenue, Cedar Street, Lafayette, Mounds Boulevard, and Arcade Street.
- **I-35E** — Several buses currently use I-35E to provide service to the airport as well as express commuter service directly across the I-35E bridge and into Dakota County. Only bus technology was considered appropriate for study along I-35E based on previous studies documenting the high cost and low flexibility of constructing light rail transit in a freeway environment. The I-35E corridor, however, could accommodate buses operating on the highway's shoulders, which would provide improved travel time for buses. It was assumed that buses would exit/enter I-35E at West 7th Street, using West 7th Street to access the Airport and the Mall of America (see Figure 4). While specific sites were not identified, for



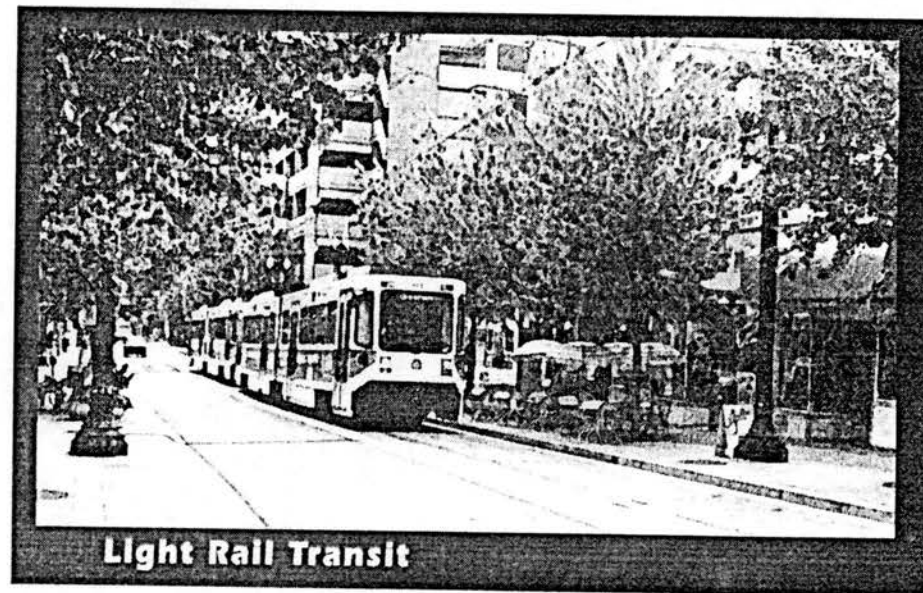
Commuter Rail



Bus In Transitway



Bus In Striped Lane

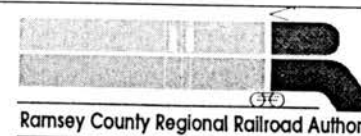


Light Rail Transit

Riverview Transit Corridor Study

Figure 3

Transit Technology Alternatives



planning purposes transit stations were assumed in the general vicinity of Maynard Drive Snelling Avenue, Montreal Avenue, I-35E, Randolph Avenue, and Kellogg Boulevard. On the east side, it was assumed that buses would operate on 7th Street and that transit stations would be located in the general vicinity of Lafayette, Mounds Boulevard and Arcade Street.

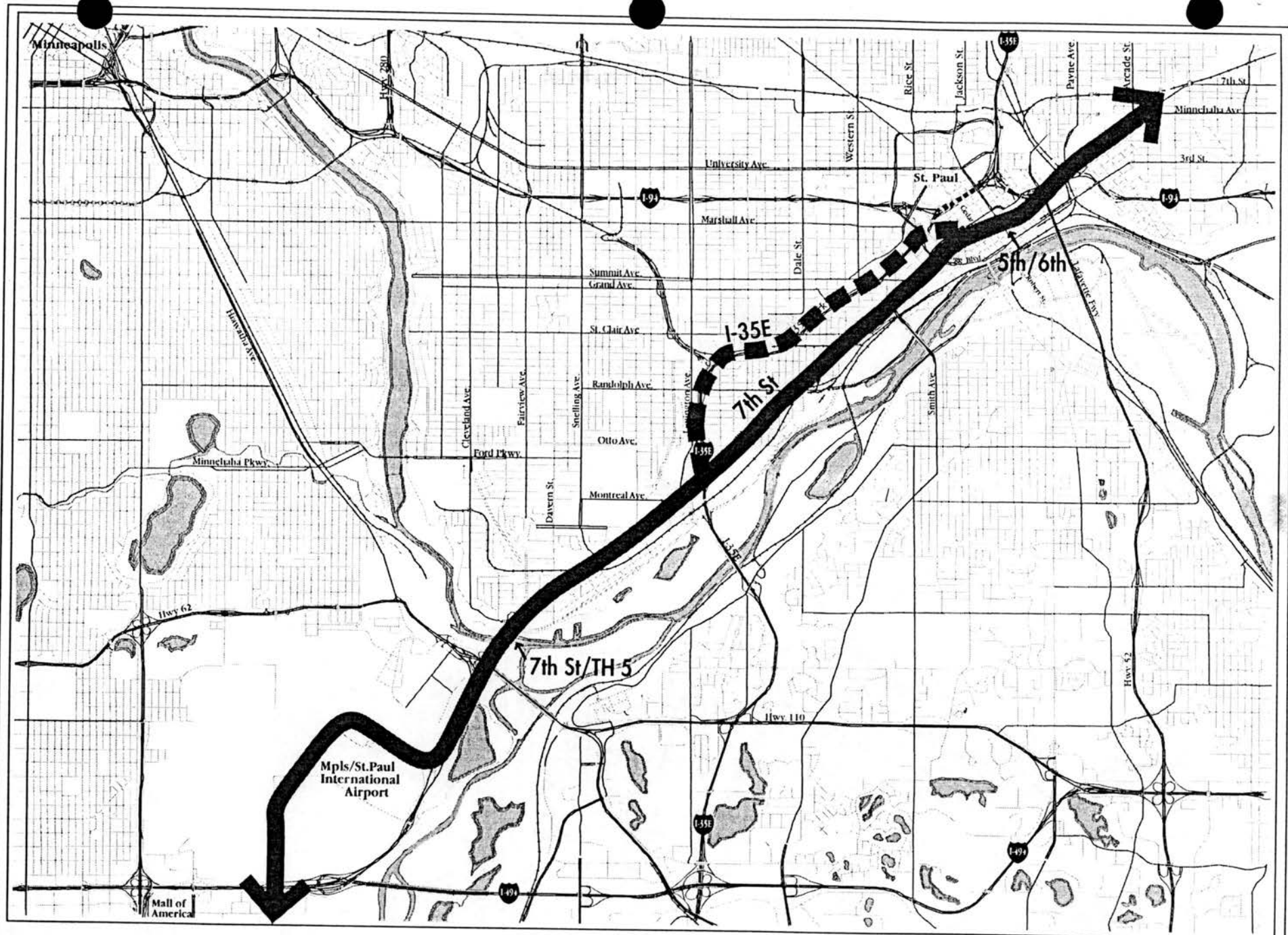
- **Shepard Road** — Shepard Road was investigated in this study for construction feasibility of a transitway for buses or for light rail transit. However, it should be noted that buses could operate in mixed traffic on Shepard Road and, in some locations, could use the roadway shoulders for bus operation. Several variations in alignment were investigated as needed to provide a continuous exclusive transitway (see Figure 5). While specific sites were not identified, it was assumed for planning purposes that there would be stations in the general vicinity of Davern Street, Madison Street, Rankin Street, Elway Street, Otto Avenue, Randolph Avenue and Chestnut Street. On the east side, it was assumed that buses would operate on 7th Street but that light rail transit would be located along the former railroad right-of-way owned by RCRRA. While no specific sites were identified, it was assumed for planning purposes that there would be transit stations in the vicinity of Lafayette (busway only), Mounds Boulevard, and Arcade Street. Two options for access across the Mississippi River were evaluated: Cleveland Avenue and West 7th Street.
- **Railroad Corridor** — Like Shepard Road, the Canadian Pacific railroad corridor was investigated in this study for construction feasibility of a transitway for buses or light rail transit. This is an operating railroad. It was assumed (for purposes of this study) that right-of-way on either side of the existing tracks could be used for a busway or light rail transit. Several variations in alignment were investigated as needed to provide a continuous exclusive transitway (see Figure 6). While no specific sites were identified, it was assumed for planning purposes that transit stations would be located in the vicinity of Cleveland Avenue, Davern Street, Rankin Street, Elway Street, Otto Avenue, Randolph Avenue, Saint Clair Avenue and Chestnut Street. On the east side, it was assumed that buses would operate along 7th Street for the busway alternative and that LRT would be routed along the railroad. For planning purposes, stations were assumed in the vicinity of Lafayette (busway only), Mounds Boulevard and Arcade Street. Three locations were evaluated for access across the Mississippi River: the railroad spur extension, at Cleveland Avenue and at West 7th Street.

EVALUATION OF ALTERNATIVES

The evaluation of alternatives focused on three key elements: (1) construction feasibility, (2) projected ridership, and (3) study objectives. Each of these elements is addressed below.

Construction Feasibility

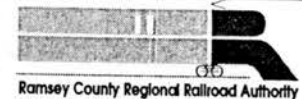
Conceptual engineering layouts were completed for each of the four general alignments (7th Street, CP Rail, Shepard Road and I-35E) to determine what specific routings would be feasible to construct from an engineering perspective. In some segments, multiple options were feasible while in others only one routing was feasible. For example, it was determined that a

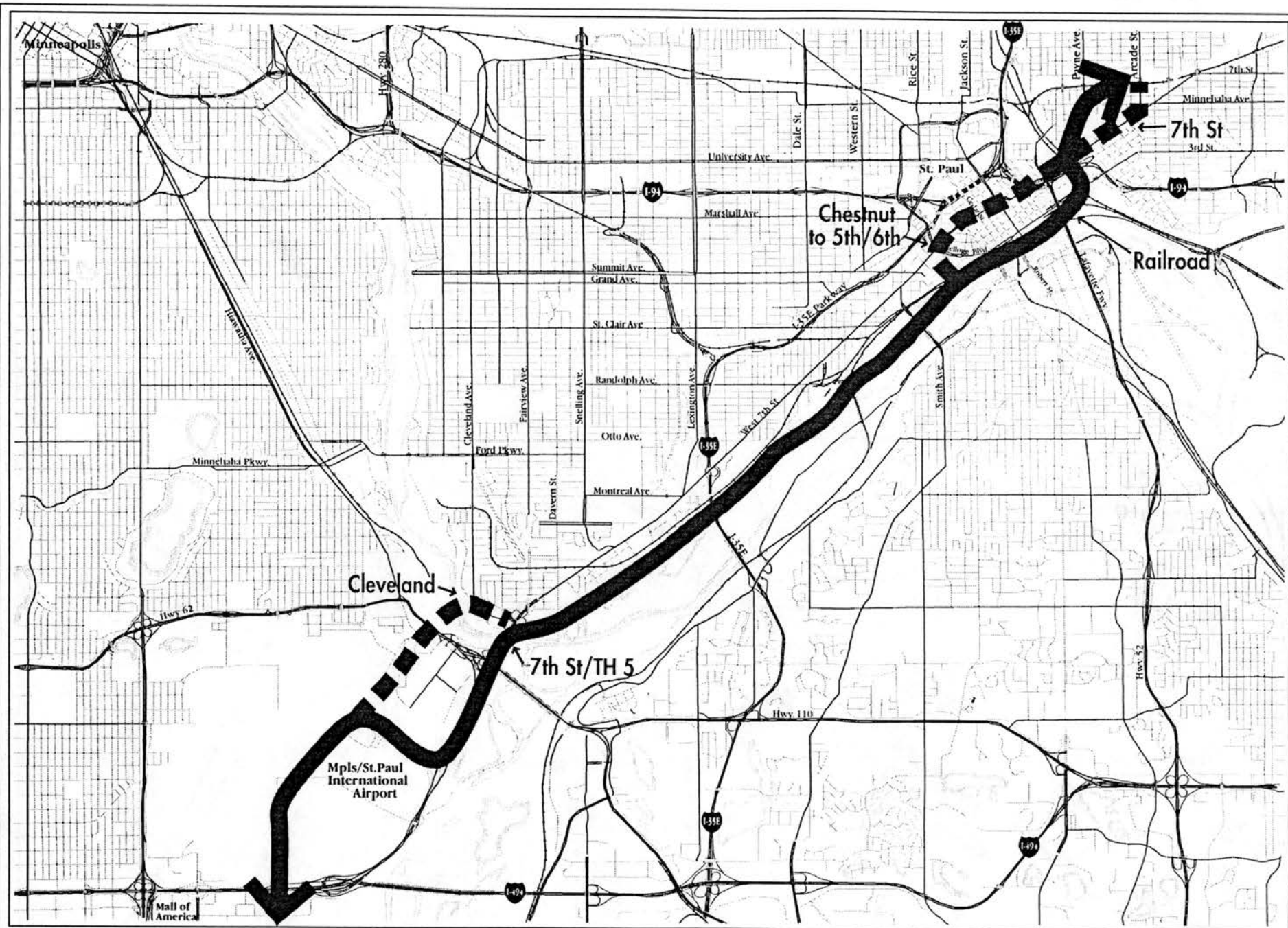


Riverview Transit Corridor Study

Figure 4

I-35E and 7th Street Alignment Alternatives

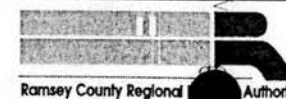




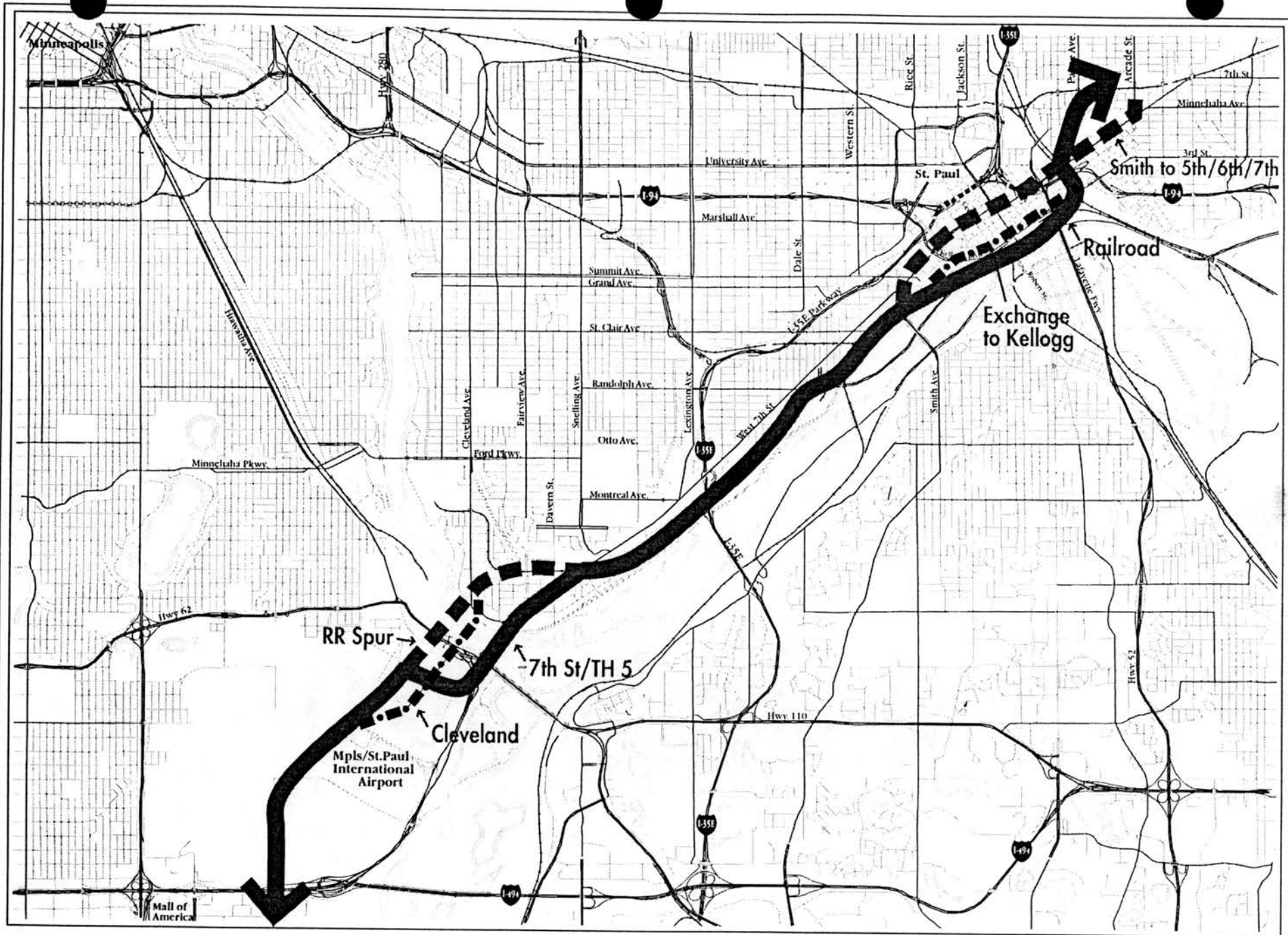
Riverview Transit Corridor Study

Figure 5

Shepard Road Alignment Alternatives

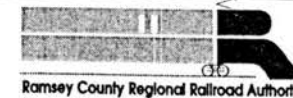


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Riverview Transit Corridor Study

Figure 6
CP Railroad Alignment Alternatives



transitway could not be constructed along Shepard Road between Homer Street and Otto Avenue due to the very steep bluffs in this area and the close proximity of Shepard Road to the river. In this segment, the Shepard Road alignment was routed along the railroad. The resulting alignments formed the basis for the evaluation of feasibility based on cost and neighborhood acceptability.

Multiple alignments were identified primarily in the downtown area and at the crossing of the Mississippi River (see Figures 4-6). The construction feasibility evaluation of these sub-alternatives was focused on three primary questions:

- Can it physically be built?
- How much will it cost?
- Are there "fatal flaws" such as unacceptable neighborhood or environmental impacts?

Based on the information available about each alignment and discussions with the Technical Committee and the Riverview Corridor Task Force, the following alternatives are considered NOT FEASIBLE for further study.

- Crossings of the Mississippi River between the TH5 and Ford Parkway bridges are not feasible for either LRT or a busway because:
 - Very high estimated construction costs
 - Impacts to the Cleveland/Mississippi River Boulevard neighborhoods
 - Poor service connections to redevelopment sites
 - Circuitous routing resulting in patronage impacts.
- The Shepard road alignment is not feasible for light rail transit (but may be feasible for bus operation on shoulders) due to:
 - Inability to provide walk access to stations
 - Construction problems related to the bluffs and the river
 - Lack of a feasible access route into downtown
- The downtown segment alignments using Chestnut Street are not feasible because:
 - Severe grade on Chestnut
 - Complex traffic moves on Chestnut in the vicinity of the Civic Center and the new Science Museum
 - CP Rail would require grade separation at Shepard Road and Chestnut Street
 - Tracks may be inoperable during flooding
 - Severe curvature required to connect to 5th/6th Streets and to connect Shepard Road to Chestnut Street
 - Circuitous access to downtown

Projected Ridership

The process of forecasting future transit ridership is based on population, household and employment forecasts for the Twin Cities metropolitan area in the year 2020, along with characteristics of the proposed transit service. The 2020 forecast of average weekday transit riders in the Riverview Corridor for each alternative is shown in Table 1. These forecasts assume that the Hiawatha Transitway is in place and that the two corridors share an alignment (and ridership) between the Airport and the Mall of America.

Based on the Phase 1 forecasts, total corridor transit ridership in 2020 for the No Build alternative will be 8,400. Total Transitway Ridership (LRT or busway) will range from 7-11,000 daily riders depending on the alternative. Total Corridor Ridership (all transit service in the corridor) will range from 12-15,000 daily riders depending on the alternative (see Table 1).

There are a number of external factors that, over time or with public policy changes, can change transit ridership. These factors are typically influenced by the economy and market conditions or by public policy decisions and cannot be controlled by a single agency or jurisdiction. Examples are:

- Price of gasoline
- Price of parking
- Population and employment projections
- Roadway travel times (congestion)
- Marketing of a transit mode
- Public mode preference for rail due to image or perception of ride quality and reliability of service
- Vehicle fuel efficiency
- Transit fares

The sensitivity of the Riverview Corridor forecasts to various changes in these factors was not tested during the Phase 1 study which focused on establishing base conditions and assessing construction feasibility. Variables such as these will be evaluated further in subsequent phases of study.

Evaluation Based on Study Objectives

A preliminary evaluation of the alternatives as they relate to the study objectives is summarized in Table 2. Due to the preliminary nature of this evaluation and the similar performance of the alternatives, all alternatives are considered feasible for further study with the exception of those noted previously on page 18.

Table 1
Average Daily Transit Riders in 2020

	No Build	Bus Lane		Busway		Light Rail Transit	
		7th Street	I-35E	CP Rail	Shepard	CP Rail	Shepard
Corridor Bus Riders ⁽¹⁾	8,400	3,700	3,900	4,800	4,900	3,800	4,400
Transitway Riders ⁽²⁾	N/A	7,800	8,500	7,500 ⁽⁴⁾	7,100 ⁽⁴⁾	11,300 ⁽⁵⁾	8,000 ⁽⁵⁾
Total Transit Riders ⁽³⁾	8,400	11,500	12,400	12,300	12,000	15,100	12,400

(1) Transit riders who use buses in corridor but do not transfer to transitway.

(2) Transit riders on transitway (busway or LRT) including feeder bus transfers.

(3) Sum of corridor bus riders and transitway riders.

(4) Includes 500 Mall of America-to-airport riders and no intra-airport shuttle riders.

(5) Includes 3,200 intra-airport shuttle and Mall of America-to-airport riders.

NEXT STEPS

The next step for the Riverview Corridor will be to complete a Major Investment Study, a federal process that will be initiated in summer, 1998. The Major Investment Study will be completed within the same framework that guided the Phase 1 study. It will not be limited to a transportation vision of how to move people. Rather, it will focus on how to coordinate land use, economic development and transit services to best meet community needs and realize community visions. The Major Investment Study will result in recommendations for short term, intermediate and long term transit improvements. The subsequent steps to be undertaken will depend upon the alternatives selected for implementation during the Major Investment Study.

In addition to the alternatives studied in Phase 1 that were not eliminated, the Riverview Corridor Task Force has recommended the following regarding the Major Investment Study:

- Investigate the feasibility of using Ford Parkway as the river crossing alignment.
- Concentrate study of a transitway river crossing on the existing TH 5/7th Street bridge.
- Continue to explore the Shepard Road/CP Railroad/Depot alternative for light rail transit as this is the only alignment in the corridor that may connect south of the Depot to commuter rail.

- Study light rail transit and busway on 7th Street in addition to buses in mixed traffic.

Other alternatives that remain under consideration are:

- Buses in mixed traffic
- LRT and busway on CP Rail alignment
- Various options to access the core area of downtown Saint Paul by bus or LRT
- Various options to reach the Arcade/East Seventh Street area by bus or rail

Table 2
Preliminary Evaluation of Corridor Alternatives

	7th Street	I-35E	Shepard Road		Railroad Corridor	
	Bus	Bus	Bus	LRT	Bus	LRT
Travel time to airport	46 min.	46 min.	50 min.	36 min.	50 min.	42 min.
Transitway riders	7,800	9,700	7,100	8,000	7,500	11,300
Total corridor riders	11,500	13,200	12,000	12,400	12,300	15,100
Access to major attractions (assumes 1/4 mile)	Yes	Yes	Yes	Yes	Yes	Yes
Strong support of economic development initiatives	No	No	Yes	Yes	Yes	Yes
Acres of adjacent brownfield redevelopment sites	210 acres	60 acres	250 acres	250 acres	250 acres	250 acres
Access to park and recreation areas (assume 1/4 mile)	8 sites	5 sites	8 sites	11 sites	10 sites	11 sites
Additional people served, especially related to welfare-to- work	Good	Limited	Somewhat Limited	Somewhat Limited	Good	Good
Right-of-way requirements	None	None	Some	Some	Some	Some
Potential for redevelopment that will result in additional jobs	Good	Minimal	Some	Some	Good	Good
Capital cost	N/A	N/A	\$134-144 million	\$266-304 million	\$137-173 million	\$296-353 million

N/A = not assessed

ADDITIONAL INFORMATION

For additional information about the Riverview Corridor and the Major Investment Study, please contact:

Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 Kellogg Boulevard
Saint Paul, Minnesota 55102

Telephone: 266-2762
Fax: 266-2761
E-mail: Kathryn.DeSpiegelaere@Co.Ramsey.MN.US

RIVERVIEW CORRIDOR TASK FORCE MEMBERS

Anne Hunt, Task Force Chair
Neighborhood Energy Consortium

Roger Amundson
West End Business and Professional
Association

Chuck Armstrong
Office of the Mayor of Saint Paul

Sieglinde Bier
Highland Area Community Council

Bill Buth
Building Owners and Managers
Association

Rich Dethmeres
Capitol River Council

Erroll Edwards
West Side Citizens Organization

John Fox
Highland Business Association

Dan Galles
West End Business Association

Eric Hare
Irvine Park Association

Mat Hollinshead
Minnesotans for ISTE A

Ken Jefferson
Highland Business Association

Dan Kirk
Metropolitan State University

Patrick Loonan
Capital City Partnership

Wei-Ming Lu
Lowertown Redevelopment Corporation

Rolf Middleton
Resident

Richard Miller
West 7th Federation

Kathy Moriarty
Dayton's Bluff Center for Civic Life

Jeff Peterson
Saint Paul Area Chamber of Commerce

Laurel Severson
Uppertown Preservation League

John Siekmeier
Summit Hill Association

Michael Skwira
Capitol River Council

Chip Welling
Transit for Liveable Communities

TECHNICAL COMMITTEE MEMBERS

Kathryn DeSpiegelaere,
Committee Chair
Ramsey County Regional Railroad
Authority

John Caroon
Minnesota Department of Transportation

Judith Hollander
Metropolitan Council

Lorie Louder
Saint Paul Port Authority

Al Lovejoy
Saint Paul Planning & Economic
Development

Carl Ohrn
Metropolitan Council

Gregory Page
Riverfront Development Corporation

Dennis Probst
Metropolitan Airports Commission

Don Sobania
Saint Paul Public Works

Ken Stevens/Dean Michalko
Hennepin County Regional Railroad
Authority

Scott Thompson
Metro Transit

Allan Torstenson
Saint Paul Planning & Economic
Development

John Wirka
Saint Paul Parks

Jim Zdon
Saint Paul Planning and Economic
Development

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

7/9/98
Date

Board Action Requested

Approve Agreement with the City of St. Paul for Removal of Phalen Berm and Johnson Parkway Bridge; Authorize the Chair to Execute the Agreement; and Approve the Budget Transfer of \$32,500 to Pay for Costs in the Agreement.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere
 3. Agreement

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

July 14, 1998

Board Date

Kristine A. Longheary
Signature

July 9, 1998
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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 900 feet south of Johnson Parkway to a point 1000 feet north of Maryland Avenue; and

WHEREAS, An agreement has been developed between the City of St. Paul and Ramsey County Regional Railroad Authority that is consistent with RCRRA Resolution 98-20 of June 23, 1998; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the agreement; and Be It Further

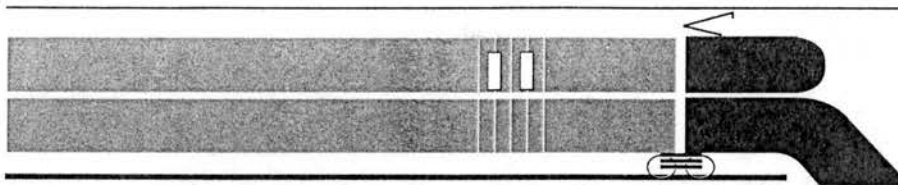
RESOLVED, That the Chair of the Rail Authority is authorized to execute the agreement; and Be It Further

RESOLVED, That the RCRRA authorizes the Director of Budgeting and Accounting to make a budget adjustment appropriating \$32,500 from the Ramsey County Regional Railroad Authority fund balance to pay for Ramsey County Regional Railroad Authority's costs associated with 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: Kathy DeSpiegelaere

Subject: Phalen berm agreement

Date: July 8, 1998

I am pleased to report that staffs of the City of St. Paul, Ramsey County and Ramsey County Regional Railroad Authority have developed an agreement for the removal of the Phalen berm and Johnson Parkway Bridge.

The agreement is one that we all endorse, and it is consistent with the resolution you adopted on June 23, 1998.

Thank you for all the time you have spent on this subject. We are ready to move forward!

AGREEMENT

This agreement is made this ____ day of July 1998, between the RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY (RCRRA), a political subdivision of the State of Minnesota, and the CITY OF ST. PAUL (City), a Minnesota municipal corporation.

WITNESSETH:

WHEREAS, the RCRRA is the fee owner of a Corridor of land (the Corridor) lying, in part, easterly and southerly of Lake Phalen in the City of St. Paul, and

WHEREAS, RCRRA's predecessors in title constructed on the Corridor an earthen berm for the purpose of roadbed for railroad tracks and operation of railroad trains thereon, and

WHEREAS, the berm remains suitable for use as roadbed for rail transit purposes, and

WHEREAS, the City is desirous of removing a portion of the berm (the Project) between a point nine hundred (900) feet south of the corridor's intersection with the bridge over Johnson Parkway and a point one thousand (1000) feet north of Maryland Avenue (the Project Area), and

WHEREAS, the City and Ramsey County (County) have entered into a cooperative construction agreement for construction of County State Aid Highway 64 (CSAH-64) Prosperity Avenue, with the City acting as agent for the County, and

WHEREAS, the RCRRA is desirous of cooperating with the City in redevelopment of blighted properties east of the Corridor and for the reconstruction of Johnson Parkway as it intersects the Corridor, and

WHEREAS, removal of the Johnson Parkway bridge shall satisfy the RCRRA's obligation to remove the bridge under the Joint Powers Agreement dated August 24, 1993, between the parties, and

WHEREAS, the City agrees and supports that the primary purpose of the Corridor is availability for rail transit and that therefore the berm must be removed, and the roadbed restored, in such manner as to maintain the Project Area's suitability for future construction and operation of rail transit.

NOW, THEREFORE, FOR AND IN CONSIDERATION OF the mutual provisions and covenants herein, the parties agree as follows:

1. The RCRRA hereby grants to the City permission to enter upon the Project Area and, at the City's sole cost and expense, excavate and remove all surface and subsurface materials which constitute the berm, including dirt, gravel, rocks, or other material subject to the conditions herein, between nine hundred (900) feet south of Johnson Parkway and one thousand (1000) feet north of Maryland Avenue as provided herein.
2. The RCRRA makes no warranty or representations with respect to the suitability of the material removed from the berm for any purpose. The City shall take the material AS IS, WHERE IS. The RCRRA disclaims any expressed or implied warranties or guarantees of merchantability or fitness for any purpose of the materials excavated.
3. The City shall remove all material in the berm in the Project Area no later than December 1, 2001. Subject to the conditions of this paragraph, the material removed from the berm shall become property of the City for its use and disposition.

Material removed from the berm north of Maryland Avenue to the northern terminus of the Project Area shall be used by the City for the joint City and County construction project for CSAH-64.

The RCRRA shall be compensated for removal of material south of Maryland Avenue to the southerly terminus of the Project Area. The parties shall enter into good faith negotiations to determine the compensation to be received by the RCRRA, which shall be the market value for fill of similar quality for use in construction projects, less the cost of removal of the fill and site restoration. In no event shall the value of the fill be less than the cost of removal and restoration.

In the event the City fails to remove all material by December 1, 2001, the RCRRA may, in its sole discretion, take whatever steps it deems necessary to restore the Project Area to a condition suitable for construction of rail transit in the Corridor. Such steps may include, but are not limited to, causing the remaining berm to be removed or graded to match the berm in the Corridor outside the Project Area. Any material removed from the berm by the RCRRA or at its direction shall either be stored or disposed of in the sole discretion of the RCRRA. The City shall reimburse the RCRRA for any costs of such removal, restoration, or storage and shall not receive or have any claim to any proceeds of sale or other disposal of the soil received by the RCRRA if it elects to sell the material. The City shall reimburse the RCRRA for any and all costs and expenses including any contract payments, administrative costs, including attorneys fees, incurred by the RCRRA in completing the Project.

4. Prior to removal of any material, the City shall prepare and present for approval by the RCRRA a plan for restoration of the Project Area. The plan must include provisions for landscaping satisfactory to the RCRRA. No removal of material may occur until the restoration plan is approved. The RCRRA shall not unreasonably withhold its approval of restoration plans.

Upon completion of removal of the berm, the City will restore the Project Area according to the approved plan. If the City neglects or refuses to do so, the RCRRA may proceed with restoration according to the plan, and the City shall reimburse the RCRRA for any costs, including administrative costs and attorneys fees incurred by the RCRRA in restoring the Premises.

If the City elects to remove the berm through the length of the Project Area in stages, it shall prepare interim restoration plans which must be approved by the RCRRA. These plans shall insure that no significant portions of the Project Area remain in an ungraded condition bare of vegetation for any extended period of time. The plan will also provide that no dangerous conditions will be created by partial or staged removal of the berm.

5. The City's restoration plan shall insure that the Project Area remains suitable for future construction and operation of rail transit. As such, trees shall not be planted in or encroach upon the center 50 feet of the Project Area nor shall any structures, facilities, buildings, or other permanent obstructions, including tennis courts, be placed on the Project Area without the express consent of the RCRRA.

The City shall not remove any soils to create any wetlands nor shall it create any wetlands in the Project Area. The City shall insure that there remains in the Project Area a sufficient amount of soil and foundation material suitable for construction of railroad roadbeds without the necessity of the RCRRA bringing

additional fill to the Corridor. Restoration of the Project Area shall not result in a longitudinal grade exceeding five percent when the berm outside the Project Area is blended to meet the elevations created by removal of the berm.

6. The City shall control all dust, noise, odors, and erosion during removal of the material from the berm. If the RCRRA or City receives complaints from adjacent property owners regarding dust, noise, odors, or erosion, it shall promptly notify the City of such complaints, and the City shall take reasonable measures to correct the situation in a prompt manner. If the City neglects or refuses to do so, the RCRRA may, in its discretion, order the City, its contractors, or any other person to cease removal of material until such time as the complaint is resolved to the RCRRA's satisfaction.
7. It is understood that the Project Area may be subject to easements, licenses, or permits granted by the RCRRA to third parties. The City, at its sole cost and expense, shall insure that the conditions of the easement, licenses, and permits are complied with to the extent required by such easement, license, or permit.
8. The City agrees that it will approve at grade crossings for rail equipment at Maryland Avenue and Johnson Parkway, with priority given to rail traffic rather than traffic on those streets, if requested by the RCRRA, its successors or assigns. If the City elects to require grade separated crossings, it shall be responsible for all costs incurred by the RCRRA to establish a grade separated crossing. Such costs shall not include a bridge structure at Maryland Avenue and any additional costs incurred by the RCRRA, its successors or assigns to construct an above-grade passenger station as opposed to an at-grade passenger station.

The requirement of this paragraph shall be binding on the City and shall survive this agreement. The RCRRA may enforce the provisions of this paragraph through injunctive relief.

9. The City shall remove the bridge structure at Johnson Parkway to improve sight lines for road traffic in the area. Fill material removed from the berm north of Maryland Avenue to the northern terminus of the Project Area which is given to the City by this agreement shall satisfy the RCRRA's obligation to remove the bridge as required by Section V (E) of the Joint Powers Agreement (JPA) between the RCRRA, the City, and the County of Ramsey dated August 24, 1993.

If the RCRRA is required by any agreement to reimburse the Minnesota Department of Transportation (MnDOT) for any portion of the value of any fill removed by the City, the RCRRA shall pay such amount to the MnDOT. If the amount to be paid by the RCRRA to the MnDOT is less than \$32,500, the RCRRA shall pay to the City the difference between \$32,500 and the actual amount paid to the MnDOT.

10. The City shall obtain all federal, state, and local licenses or permits necessary to complete the work.
11. The City shall indemnify and hold harmless the RCRRA, and if the RCRRA requests, defend RCRRA with counsel reasonably acceptable to RCRRA, from and against all liabilities, obligations, including obligations to other governmental units, leases, damages, fines, penalties, demands, claims, causes of action, including any liability arising from the Minnesota Environmental Rights and Liability Act (MERLA) (Minn. Stat. § 115B), the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) 42 U.S.C. § 1802 et seq., judgments, costs and expenses, including without limitation attorneys fees, which may be imposed upon or incurred, suffered or paid by or asserted against the RCRRA directly or indirectly arising from, by reason of, or in connection with:
 - a. the City's use, non-use, possession, occupation, operation, maintenance, or management of the Project and Project Area;
 - b. any negligent or tortious act on the part of City or any of its agents, contractors, servants, employees, licensees, or invitees;
 - c. any accident, injury, death, or damage to any person or property occurring in, on, or about the Project Area arising from or related to the City's performance under the terms of this agreement;
 - d. any pollutant, toxic or hazardous material, substance or waste, or any other material which may adversely affect the environment, whether or not now recognized to have such adverse effect, which City, its employees, agents, contractors, or invitees bring upon, keep, use, or locate in, on, or about the Project Area, or the City's release or disposal of any such material, substance, or waste in, on, about, or from the Project Area by any of the foregoing;
 - e. any failure on the part of the City to perform or comply with any of the covenants, agreements, terms, provisions, conditions, or limitations contained in this agreement on its part to be performed or complied with.

Nothing contained in this section shall be deemed to require City to indemnify RCRRA to any extent prohibited by law.

Nothing in this paragraph or this agreement shall be construed or operate as a waiver by the RCRRA or City of any of their statutory or common law immunities or limitations of liability. This duty to indemnify shall occur without regard to the negligence, fault, actions or inactions of the RCRRA and shall apply to any tort, contract, or other cause of action by any party against the RCRRA as a result of the City's performance of this agreement.

12. Without the prior absolutely discretionary written consent of the RCRRA, the City shall not cause or permit to be brought upon or

left or used in, on, or about the Corridor by the City, its employees, agents, contractors, or invitees any toxic or hazardous material, substance, or waste as such may be defined by any federal, state, or local statute, ordinance, or regulation which may adversely affect the environment. Without limiting the indemnification requirements of the City under paragraph 12 hereof, if the presence of any such hazardous or toxic material is caused or permitted by the City, its employees, agents, contractors, or invitees results in contamination of the Corridor, then the City shall promptly take all actions at its sole expense as necessary to return the Project Area to the condition existing prior to and free of the introduction of such hazardous or toxic material.

13. The RCRRA shall retain the right to enter the Project Area, to inspect the work in progress, to insure compliance with this agreement. This agreement shall not create or be construed to grant any leasehold or other proprietary interest in the Corridor to the City.
14. This agreement shall not be deemed to create a partnership, joint venture, or principle and agent relationship between the parties hereto.
15. Nothing in this agreement shall be deemed a waiver of any of the RCRRA's or the City's statutory or common law immunities or limitations of liability.

CITY OF ST. PAUL

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

By: _____

Norman Coleman
Its: Mayor

Dated: _____

By: _____

Its: Director Financial Services

Dated: _____

By: _____

Its: Director of Public Works

Dated: _____

By: _____

Rafael Ortega
Its: Chair

Dated: _____

By: _____

Kathryn DeSpiegelaere
Its: Director

Dated: _____

APPROVED AS TO FORM:

David F. MacMillan
Assistant County Attorney

Dated: _____

By: _____

Its: Director, Planning and
Economic Development

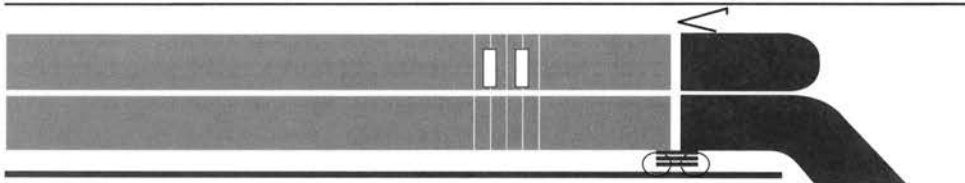
Dated: _____

APPROVED AS TO FORM:

By: _____

Its: Assistant City Attorney

Dated: _____



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

August 18, 1998

Immediately following the Administrative Board Meeting

Third Floor Council Chambers

Courthouse

1. * Approve minutes of the meeting of July 14, 1998.
 2. Federal 1999 appropriations for the Twin Cities Transitway Corridors.
 3. * Red Rock Corridor Administrative and Project Management Services.
 4. Comprehensive Transportation and Transit Plan for Ramsey County.
 5. * Ratify Final Payment No. 8 in the amount of \$5,750.00 to SRF Consulting Group, Inc. for professional engineering services for Riverview/Hiawatha Transitways.
 6. * Ratify quarterly report of payments for April 1 through June 30, 1998.
- * Action is requested.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 14, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, July 14, 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, Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Tom Oertel, Bonnie Jackelen, Karen Tero, Paul St. Martin, Allan Torstenson, Dennis Bodin, Ken Stevens, Kris Longhenry

Chairman Ortega called the meeting to order at 3:33 p.m.

1. Approve Minutes of the Meeting of June 23, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the June 23, 1998 RCRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

3. Approve Agreement with the City of St. Paul for Removal of Phalen Berm and Johnson Parkway Bridge; Authorize the Chair to Execute the Agreement; and Approve the Budget Transfer for \$32,500 to Pay for Costs in the Agreement.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to approve agreement with the City of St. Paul for removal of Phalen Berm and Johnson Parkway Bridge, authorize the Chair to execute the agreement, and approve the budget transfer for \$32,500 to pay for costs in the agreement.

Commissioner Reinhardt mentioned that it should be noted that trail and bicyclist advocates will not be as happy because safety will not be as good. The trail set up for them will not be grade separated.

Ayes - 7, Nays - 0
Motion accepted.

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 900 feet south of Johnson Parkway to a point 1000 feet north of Maryland Avenue; and

WHEREAS, An agreement has been developed between the City of St. Paul and Ramsey County Regional Railroad Authority that is consistent with RCRA Resolution 98-20 of June 23, 1998; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the agreement; and Be It Further

RESOLVED, That the Chair of the Rail Authority is authorized to execute the agreement; and Be It Further

RESOLVED, That the RCRRA authorizes the Director of Budgeting and Accounting to make a budget adjustment appropriating \$32,500 from the Ramsey County Regional Railroad Authority fund balance to pay for Ramsey County Regional Railroad Authority's costs associated with the agreement.

2. Riverview Corridor Feasibility Study.

Ken Stevens, Consultant for RCRRA, presented information on the Riverview Corridor Feasibility Study.

Two committees were established by the RCRRA to provide input into the study and have been meeting over the past nine months. The Riverview Corridor Task Force has 23-25 members and includes representatives from the business community, neighborhoods, residents, transit organizations, downtown business community and others. The Riverview Corridor Technical Committee was chaired by Kathy DeSpiegelaere and supported by members from Metro Council, Mn/DOT, St. Paul Port Authority, Riverfront Development Corporation, Metropolitan Airports Commission, St. Paul Public Works and others.

The Technical Committee reviewed work developed by the consultant, forwarded comments to the Task Force, which were then forwarded to RCRRA. Types of issues looked at by the Technical Committee included existing land use, existing transit service and identified needs within the corridor. A comprehensive vision was developed from these issues along with other things going on in the region such as the Metro Council Regional Blueprint, Metro Transit's transit redesign effort, Ramsey County's Strategic Planning efforts, City of St. Paul's Transportation Policy Plan and others.

The Task Force looked at everything that was going on in the region and then looked at transit options: commuter rail, light rail, buses in an exclusive guideway and buses in mixed traffic. An evaluation of transit options included construction feasibility, projected ridership and study objectives.

A number of alternatives were ruled out from this evaluation. Crossings over the Mississippi River between T.H.5 and Ford Parkway were eliminated due to high construction costs and negative impacts on neighborhoods were eliminated. The Shepard Road alignment is not feasible for LRT but may be for bus service on shoulders. Given its proximity to the River it is considered single-side loaded and would only serve the downtown side. It also doesn't give good walk access. The downtown segment alignment using Chestnut Street were not feasible because of steep grades, railroad crossings, and complex traffic issues downtown.

Ridership growth from now until the year 2020 is estimated to be about 17%. Light rail alternatives show a higher ridership because they are able to connect with the Hiawatha Corridor and go through the airport and connect the two terminals. LRT would replace most of the interairport shuttles.

The cost estimate for a bus on Shepard Road would be about \$134 million and LRT would be about \$350 million.

The next steps recommended by the Phase I Study is to enter into a MIS and look at alternatives such as buses in mixed traffic, LRT or busway on the CP Rail line, look at various alternatives to access the downtown area, and various options to reach the Arcade, East Seventh, Phalen Corridor and lower east side of downtown St. Paul. It is also recommended to investigate the Ford Parkway river crossing and continue to explore the Shepard Road/CP Rail/Union Depot combination as LRT alternative.

Ken Stevens commented that the elements included in the vision are reasons enough to continue on with the MIS. Some of the vision elements include: the parking situation in downtown St. Paul, the new Science Museum, the new hockey arena/Civic Center, the Mall of America, the airport, reverse commute and welfare to work. The MIS focuses on community involvement and economic development and a staged implementation. The focus is also on transportation system management which looks at how you make a better bus system function and how does that support transit oriented development in the short term. The timing is good for the MIS since the Hiawatha project is underway. He believes that the ridership forecast is conservative and the TSM and economic development can change the whole forecast. There is a lot of interest in the incrementally staged construction approach. He also stated that the federal funding is available for the Riverview Corridor and the money will be used in another national city for new rail starts if it is not used here.

Commissioner Haigh asked for clarification on the two river crossings that are feasible. She also mentioned that she read that the DNR would be expanding Fort Snelling for museum space.

Ken Stevens answered that the Ford Parkway Bridge will be revisited but the recommendation is to try and find out how transit improvements can cross at the existing Seventh Street/T.H.5 crossing at Fort Snelling.

Kathy DeSpiegelaere stated that she has had a meeting about the Fort Snelling expansion and said that there was enthusiasm about the potential of bringing more passengers by way of transit.

Commissioner Haigh asked how the CP Rail route enters downtown through Chestnut Street with the existing grading issues.

Kathy DeSpiegelaere responded that a grade separation would be required if rail was to come up through Chestnut Street and that would not be feasible. Kathy commented that rail could move through city streets and pass United Hospital, which would pick up hospital ridership. The study will examine this, as well as, expanding the bus service.

Commissioner Wiessner asked for additional clarification on the river crossings and had some questions on park and rides.

Ken Stevens answered that looking at existing bridges would be more feasible for study rather than a new bridge. He stated that there would be park and rides somewhere near the Mall of America, a proposed park and ride at the GSA Building for the Hiawatha Corridor. He commented that they would be different depending on whether they are for bus or rail. He stated that park and rides build ridership and would be farther out with good access but there is a cost and the community has to be accepting.

Kathy DeSpiegelaere added that the City of St. Paul staff does not want a park and ride within city limits.

Commissioner Wiessner commented that this is a concern because the residents north of St. Paul would not be served. She stated that park and rides need to be a priority.

Commissioner Bennett stated that the expansion of Fort Snelling may be used as a possible ally. He said that a park and ride will be located south of the river. He also believes that park and rides are vital for suburban residents.

Commissioner Guerin questioned how many people will actually park at the Mall of America, take the rail to the airport and leave their cars for a few days. He was also concerned about the amount of money spent on light rail studies over the last ten years.

Ken Stevens responded that the money hasn't only been spent on studies but has also been used for acquisition of land.

Commissioner Haigh commented that this study is a good use of planning dollars and is a responsible study. She also stated that if the federal money isn't used here, then some other major city will receive it.

Commissioner Ortega stated that this is a study of transit and not just a LRT study. The funds could also be used for capital improvements in the corridor.

Commissioner Reinhardt mentioned that community involvement is important in this study, but the link to the central corridor is also very important.

The meeting adjourned at 4:15 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Lespiogee
Authorized Signature

8/6/98
Date

Board Action Requested

Federal 1999 appropriations for the Twin Cities Transitway Corridors.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998

Board Date

Kristine A. Longhenry
Signature

8-11-98

Date

News

Congressman Martin Olav Sabo



**House Approves \$59.7 Million for Minnesota Transportation Projects
Sabo Secures the First \$22 Million for Construction of Light Rail Line**

July 16, 1998

Washington, D.C. — Congressman Martin Olav Sabo (D-MN) said today that the House Transportation Appropriations Subcommittee has approved \$59.7 million for Minnesota transportation projects in 1999 that will greatly improve mass transit, cut traffic congestion, and begin construction on a light rail line for the Twin Cities.

Sabo, the top Democrat on the House Transportation Appropriations Subcommittee, secured the funding for the Minnesota projects. This money is included in the \$46.8 billion Transportation Appropriations bill for Fiscal Year 1999, which is expected to be approved by the full Appropriations Committee next week.

Sabo secured \$22 million to start building light rail along the Hiawatha Corridor in Minneapolis, the first leg of the Twin Cities' transitways system. These funds will supplement the \$12 million Sabo secured for Fiscal Year 1998 for Twin Cities Transitways.

"These funds represent the first major federal construction dollars for light rail in Minneapolis," Sabo said. "With federal dollars to fund construction along the Hiawatha Corridor, we will now be able to make light rail a reality for the Twin Cities."

Sabo also set aside \$19 million for new Metro Transit buses and new transit stations for express bus service on the I-35W corridor, the most congested freeway in the Twin Cities. "The bus system must remain strong in order for light rail to succeed," said Sabo.

Sabo also provided \$12 million for Minnesota's Guidestar program. This program uses Intelligent Transportation Systems (ITS) technology such as satellite bus tracking, ramp meters, and freeway electronic message boards to direct traffic and ease congestion on the 250 miles of Twin Cities freeways. The Minnesota Department of Transportation, and the University of Minnesota's Humphrey Institute and the Center for Transportation Studies are partners in this successful program.

"Guidestar has proven to help reduce rush hour traffic hold-ups considerably," Sabo said. "I am pleased that we will be able to keep the Twin Cities' freeways running more efficiently with federal funds."

Sabo also secured \$1 million for the Hennepin County Community Works program, including funding

for the 29th Street Corridor in South Minneapolis and the Humboldt Avenue project in North Minneapolis. Hennepin Community Works seeks to create good jobs, provide access to employment and build long-term value to the community by investing in infrastructure, public works, parks and the natural environment.

The 29th Street Corridor project, also known as the Midtown Greenway project, will advance the development of a nonstop bicycle path, walkways, recreation areas, and green space to neighborhoods along the 29th Street rail corridor running parallel to -- and one block north of -- Lake Street in south Minneapolis. When finished, the Midtown Greenway will connect the city's chain of lakes with the Mississippi River and benefit the city neighborhoods that lie along the corridor.

The Humboldt Avenue project will include a commuter bikeway and transit improvements that will fill gaps and improve the county's regional commuter-bike-trail system and transit system.

"The 29th Street Corridor and Humboldt Avenue will benefit from significant transitway development, increased bicycle access, and environmentally-friendly park and recreation areas which all residents will be able to enjoy," Sabo said.

"The Hennepin County Community Works project is vital to the overall economic renewal of all Minneapolis neighborhoods," said Sabo, who has secured \$5.9 million to the Hennepin County Community Works project.

Sabo also included \$5.7 million for the Mid-America Aviation Resource Consortium (MARC) to train air traffic controllers for the Federal Aviation Administration (FAA). The training will take place at Eden Prairie's Flying Cloud Airport. Currently, this is the only program in the country training "en-route" air traffic controllers. Of this amount, \$4 million is provided for MARC to complete the acquisition of state of the art training equipment that simulates new air traffic control equipment currently being installed in FAA air traffic control centers across the country. It is the only such training simulator in the country.

Sabo initiated the MARC training program in 1989. Since its development, the cost of training air traffic controllers at the MARC facility has proven to be more cost effective than training at the FAA's Academy. The MARC program, a cooperative venture between the Minnesota Community and Technical College System, the Minnesota Department of Transportation, and the FAA, has also been nationally recognized for its success in training minority and women air traffic controllers.

###

natives including: high occupancy vehicle (HOV) lanes, express busways, and light rail. Based on the results of a draft MIS, light rail was selected as the preferred alternative with strong local support for light rail. The MIS was included in the region's long range in November 1994. It is anticipated that the project sponsor will request to initiate preliminary engineering and the environmental impact statement process in 1998. The total estimated cost for the corridor, including local, state, and federal funding, ranges between \$200,000,000 and \$300,000,000. For fiscal year 1999, the Committee recommends \$1,000,000.

St. Louis-St. Clair county LRT extension project.—The Committee recommends \$35,000,000 for the St. Clair County corridor LRT. The initial operating segment (IOS) is a 17.4-mile extension between downtown East St. Louis, IL, and the Belleville Community College in St. Clair County, IL. The selected full project alternative is a 26-mile LRT extension with a total cost of \$426,700,000. The FFGA new starts amount, toward the IOS is \$243,930,961. The total estimated cost of the IOS is \$339,200,000. Through fiscal year 1998, \$69,610,663 has been made available from Congress in appropriated funds for this project.

Tampa Bay regional rail project.—The Hillsborough County metropolitan planning organization, in cooperation with the Hillsborough Area Regional Transit Agency, is conducting a major investment study (MIS) to examine transportation improvements in a proposed 80-mile corridor extending from the city of Lakeland in Polk County west to the city of Oldsmar in Pinellas County. Early consideration of land use and transportation connections and a broad participatory public involvement process has been implemented into the MIS. Alternatives under consideration include potential combinations of roadway, bus, busway, high occupancy vehicle lanes and fixed guideway transportation improvements. Through fiscal year 1998, Congress has provided \$1,000,000 for this project. For fiscal year 1999, the Committee recommends \$500,000.

Twin Cities Transitways project.—The Committee provides \$22,000,000 for the Twin Cities Transitways project, which centers on the development and construction of the Hiawatha Corridor light rail transit line. The Twin Cities of Minneapolis-St. Paul is the 15th largest metropolitan area in the nation, with a population of 2.6 million. In recent years, traffic congestion, pollution and related problems have increased dramatically, with significant adverse impacts on residents. The Twin Cities region has concluded that a network of transitways is indispensable to manage growth wisely and encourage land use and behavioral choices that enhance the Twin Cities' quality of life. The Committee commends local, regional and state efforts to study and develop new fixed guideways in the Hiawatha, Riverview, Northstar and Red Rock Corridors that best serve the transportation needs of the Twin Cities metropolitan area.

Virginia railway express (VRE) Fredericksburg to Washington commuter rail project.—The Committee has provided \$2,000,000 for the Virginia Railway Express (VRE) Fredericksburg to Washington commuter rail project.

H.R.4328

Department of Transportation and Related Agencies Appropriations Act, 1999 (Reported in the House)

Capital Investment Grants

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, \$451,400,000: Provided, That no more than \$2,257,000,000 of budget authority shall be available for these purposes: Provided further, That there shall be available for fixed guideway modernization, \$902,800,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$451,400,000; and there shall be available for new fixed guideway systems, \$902,800,000, to be available as follows:

- \$10,400,000 for Alaska or Hawaii ferry projects;
- \$52,110,000 for the Atlanta North Springs project;
- \$1,000,000 for the Austin Capital metro project;
- \$3,000,000 for the Canton-Akron-Cleveland commuter rail project;
- \$2,000,000 for the Charlotte, North Carolina North-South corridor transitway project;
- \$4,000,000 for Chicago Metra commuter rail extensions and upgrades;
- \$2,000,000 for the Chicago Transit Authority Ravenswood line project;
- \$4,000,000 for the Clark County, Nevada fixed guideway project;
- \$1,000,000 for the Cleveland Berea Red Line extension to the Hopkins International Airport;
- \$2,000,000 for the Cleveland Euclid corridor improvement project;
- \$10,698,000 for the Dallas-Fort Worth RAILTRAN project;
- \$8,000,000 for the DART North Central light rail extension project;
- \$1,000,000 for the Dayton, Ohio light rail study;
- \$40,000,000 for the Denver Southwest Corridor project;
- \$17,000,000 for the Dulles Corridor project;
- \$4,000,000 for the Fort Lauderdale, Florida Tri-County commuter rail project;
- \$500,000 for the Harrisburg, Pennsylvania capital area transit/corridor one project;
- \$2,000,000 for the Houston Advanced Transit Program;

\$59,670,000 for the Houston Regional Bus project;
\$1,000,000 for the Johnson County, Kansas I-35 commuter rail project;
\$1,500,000 for the Knoxville, Tennessee electric transit project;
\$46,000,000 for the Los Angeles MOS-3 project;
\$17,041,000 for MARC commuter rail improvements;
\$1,500,000 for the Maryland Route 5 corridor project;
\$2,200,000 for the Memphis, Tennessee Medical Center rail extension project;
\$3,000,000 for the Miami Metro-Dade Transit east-west corridor project;
\$1,000,000 for the Miami Metro-Dade North 27th Avenue corridor project;
\$2,000,000 for the Mission Valley East light rail transit project;
\$500,000 for the Nashville, Tennessee regional commuter rail project;
\$70,000,000 for the New Jersey urban core Hudson-Bergen LRT project;
\$43,000,000 for the New Orleans Canal Street corridor project;
\$2,000,000 for the New Orleans Desire Streetcar project;
\$2,000,000 for the Norfolk-Virginia Beach regional rail project;
\$2,000,000 for the Northern Indiana South Shore commuter rail project;
\$5,500,000 for the Oceanside-Escondido light rail project;
\$4,000,000 for the Orange County, California transitway project;
\$17,500,000 for the Orlando Lynx Light rail project;
\$2,000,000 for the Philadelphia-Reading SEPTA Schuylkill Valley Metro project;
\$1,000,000 for the Philadelphia SEPTA Cross County Metro project;
\$8,000,000 for the Phoenix metropolitan area transit project;
\$3,000,000 for the Pittsburgh Allegheny County busway and light rail projects;
\$25,718,000 for the Portland-Westside/Hillsboro and South-North light rail projects;
\$1,000,000 for the Puget Sound RTA Link light rail project;
\$19,500,000 for the Puget Sound RTA Sounder commuter rail project;
\$8,000,000 for the Raleigh-Durham-Chapel Hill Triangle Transit project;
\$23,480,000 for the Sacramento south corridor LRT project;
\$70,000,000 for the Salt Lake City South LRT project;
\$3,000,000 for the Salt Lake City/Airport to University (West-East) light rail project;
\$2,000,000 for the San Bernardino Metrolink extension project;
\$3,000,000 for the San Diego Mid-Coast corridor project;
\$74,000,000 for the San Francisco BART extension to the airport project;

\$500,000 for the San Jacinto-Branch Line (Riverside County) project;
\$35,000,000 for the San Jose Tasman LRT project;
\$60,000,000 for the San Juan Tren Urbano;
\$53,983,000 for the South Boston Piers MOS-2 project;
\$1,000,000 for the South DeKalb-Lindbergh Corridor LRT project;
\$1,000,000 for the Spokane, Washington light rail project;
\$35,000,000 for the St. Louis-St. Clair County LRT extension project;
\$500,000 for the Tampa Bay regional rail project;
\$22,000,000 for the Twin Cities transitways project;
\$2,000,000 for the Virginia Rail Express Fredericksburg to Washington commuter rail project;
\$1,000,000 for the West Trenton, New Jersey rail project; and
\$1,000,000 for the Whitehall ferry terminal project: Provided further, That funds provided in Public Law 105-66 for the Pennsylvania Strawberry Hill/Diamond Branch rail project shall be available for the Laurel Rail line project in Lackawanna County, Pennsylvania.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

8/13/98
Date

Board Action Requested

Authorize the Chair of the Red Rock Corridor Commission to execute the contract subject to approval by the Ramsey County Attorney, Budgeting and Accounting, Risk Management and Regional Railroad Authority staff with maximum RCRRA contribution in the amount of \$5,000.00 with Richardson Richter Associates.

ACTION IS REQUESTED

Request Justification

See attached: 1. Draft resolution
2. Proposal summary

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998

Board Date

Kristine A. Longhenry
Signature

8-13-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Ramsey County Regional Railroad Authority, Washington County Regional Railroad Authority, Dakota County Regional Railroad Authority and cities along the corridor from St. Paul to Hastings and Red Wing are interested in joining together for purposes of developing the Red Rock transportation corridor; and

WHEREAS, A proposal has been received from Richardson Richter Associates to provide organization, administration, policy development and professional services for this corridor in the amount of \$19,469; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority will contribute a maximum of \$5000 for this contract and Be It Further

RESOLVED, That the Chair of the Red Rock Corridor Commission is authorized to execute the contract subject to approval by Ramsey County Attorney, Budgeting and Accounting, Risk Management and Regional Railroad Authority staff.

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

Rafael E. Ortega, Chairman

By: _____
Jan Wiessner, Secretary

Proposed Activities

Richardson, Richter and Associates, Inc. (RRA) proposes to assist with the following administrative and project management activities associated with the work of the Red Rock Corridor.

1. **Assist with the Organization of the Red Rock Commission**
 - a. Assist in the assessment of the organizational structure for the Red Rock Corridor. Identify future needs for a project management/technical team or an Executive Committee.
 - b. Assist in the development of the Phase III work plan and budget.
 - c. Assist in the drafting, negotiating, and finalizing an agreement between the governmental units for the work of the Red Rock Corridor.
 - d. Draft bylaws for consideration by the Commission.
 - e. Develop a membership directory.

2. **Administration of the Red Rock Commission and Committees, if any.**
 - a. Develop meeting agendas.
 - b. Assist with the facilitation of the meetings.
 - c. Prepare meeting minutes.
 - d. Assist with the preparation of background materials/memos for discussion at meetings.
 - e. Manage Agreements: Assist in the determination of agreements needed to manage the work of the Commission and draft agreements for legal review. Assist in the oversight of consultant work.

3. **Policy Development**
 - a. Assist with the identification of key issues for discussion by the Red Rock Commission. Provide supporting analysis for key issues.
 - b. Assist in the planning of special meetings/workshops needed to further the goals of the Corridor. (E.g., land use planning meeting.)

Proposed Budget: \$19,469.00

Professional Services and Key Personnel

Professional Services

RRA is an experienced professional services consulting firm that offers comprehensive project management, administration, and public policy services. Key services offered to public sector clients include:

- Developing work plans, budgets and project schedules
- Strategic planning
- Research, analysis and presentation of materials for discussion by policy makers
- Development of RFPs
- Contract negotiation
- Intergovernmental coordination
- Facilitation of meetings including developing agendas and materials for discussion and drafting meeting minutes

Key Personnel

Linda Gondringer, RRA Associate, will have the lead responsibility for providing administrative and project management assistance to the Red Rock Corridor. Ms. Trudy Richter, RRA Principal, will provide targeted assistance in the areas of contracts and negotiation.

Linda M. Gondringer, Associate

Ms. Gondringer has ten years of experience in project management, facilitation and administration. She has extensive experience facilitating meetings with several stakeholding parties, developing work plans and budgets, drafting RFPs, and managing contracts on behalf of her clients.

Training

- Major Investment Study Training: MIS Federal Workshop, National Transit Institute
- Advanced training in facilitation, University of Minnesota
- Masters of Business Administration
- Bachelors of Science Degree

Trudy Richter, Principal

Ms. Richter is a founding partner of RRA. Her areas of expertise include developing procurement processes and negotiating contracts for public sector clients.

Training

- Juris Doctor Degree
- Masters of Arts Degree
- Bachelors of Arts Degree
- Member: Minnesota Bar

Project Experience

Twin Cities Commuter Rail Demonstration Project

- Assisted in organizing the event
- Acted as lead negotiator of the agreement with Amtrak to operate the train
- Developed necessary contractual arrangements with Burlington Northern Santa Fe
- Drafted RFP and developed contractual arrangements with a public relations firm

Northstar Corridor Major Investment Study

- Provide overall project coordination and management of the consulting team performing the MIS
- Negotiate and interact with the Minnesota Department of Transportation and FTA
- Drafted RFP for consulting assistance, lead the consultant selection process and negotiated the work plan for the consultants

St. Paul Transportation Management Organization

- Provided consultation on the formation and organization of the St. Paul Transportation Management Organization
- Developed work plan, budget and a protocol for addressing financial and administrative issues
- Developed a process for evaluating the TMO's outcomes

East Metro Transit Facility

- Assisted with the planned relocation of the St. Paul Snelling Bus Garage
- Developed and implemented communication strategies to gain community and political support
- Managed the public participation process

Regional Transportation Management Center

- Facilitated a multi-jurisdictional consensus process to develop a concept design for the new Regional Transportation Management Center

Richardson, Richter & Associates, Inc.

Partial Client List

Anoka County, Minnesota

Light Rail Transit Joint Powers Board

Metropolitan Council Environmental Services

Minnesota Department of Transportation

Minnesota Office of Environmental Assistance

Minnesota Resource Recovery Association

Northstar Corridor Development Authority

Olmsted County, Minnesota

Region 5 Development Commission

Sherburne County, Minnesota

Solid Waste Management Coordinating Board

Richardson, Richter & Associates, Inc.

*Administrative and Project Management
Services for the
Red Rock Corridor*

Proposal Summary

August 12, 1998

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Helgeson
Authorized Signature

8/7/98
Date

Board Action Requested

Comprehensive Transportation and Transit
Plan for Ramsey County.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998

Board Date

Kristine A. Longhenry
Signature

8-11-98

Date

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

FUNCTIONAL CLASSIFICATION

Define issue and how it relates to the vision:

Roadways are classified according to their main function, whether it is providing mobility for through trips, or access to adjacent land. There are four classes of roadways within Ramsey County: principal arterials, minor arterials, collector streets and local streets. By 2003, due to the functional consolidation of roadways within Ramsey County, the majority of roadways on the County system will be high volume roadways providing a link between trunk highways and local routes. Because these roadways will emphasize mobility rather than land access, the majority of roadways under County jurisdiction must have a functional classification of minor arterial. This allows the County to maintain a level of continuity throughout its system through the utilization of uniform maintenance, design and construction standards.

The County vision encourages the County to be proactive in clarifying the consequences of travel decisions for the community. Because the County roadway system is designed to service medium to short trips (2-6 miles) at moderate speeds, it is important to ensure that the appropriate functional classification has been assigned. That functional classification is minor arterial. Informing the community of the purpose of each of the four classes of roadways allows the community to choose the best route and method of travel, thereby increasing traffic flow and efficiency for the community.

The County vision challenges the County to maximize all opportunities for grants and funding to offset taxpayer burden. County roadways classified as "A" minor arterials are eligible to compete for federal funding.

Existing conditions of issue:

Review the Ramsey County System Consolidation Map depicting the 2003 County roadway system as it will appear once the turn backs have been completed. List roadways that have a function of less than minor arterial so that they can be reclassified to function as minor arterials.

Expectations based on current trends:

The County anticipates some roadways requiring reclassification from collector to minor arterial.

What role does the County play in this issue?

As the County agency with jurisdiction over roadways, the Department of Public Works would be the agency charged with bringing these requests for changes in functional classification to the Metropolitan Council for approval.

What policy is/should be in place regarding this issue to make the County play the role it should play?

A policy that all roads under County jurisdiction must have a functional classification of minor arterial.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

JURISDICTION

Define issue and how it relates to the vision:

The Ramsey County Local Government Services Study Commission was created by legislature in 1991 to review the potential of consolidating certain government services in the best interest of residents. One major service area under consideration by the Commission was the consolidation of roadways within Ramsey County to provide the County with an area wide travel system. This study resulted in the transfer of 67.05 miles of roadway from Ramsey County to suburban municipalities; the designation of 28.23 additional miles of County State Aid Highways (CSAH) in St. Paul; and the turn back of a net increase of 39.26 miles of State trunk highways to Ramsey County.

Consolidating roadways within Ramsey County will improve overall service to County residents. Once functional consolidation has been completed, the County system will be more of a grid pattern, increasing maintenance and reconstruction efficiency. Smaller County roads turned back to municipalities will receive more funding under local control, and thus higher levels of service, as these roads will no longer be competing with higher priority roads for County funds.

The functional consolidation of roadways will be complete by 2003. At that time, Ramsey County will have a system of intermediate roadways which link municipalities within the County to one another and to the State trunk highway system. The majority of roadways under County jurisdiction will have a functional classification of minor arterial to promote mobility rather than land access. Municipalities will have jurisdiction over collector and local streets. Collector streets connect neighborhoods and minor business concentrations. There is equal emphasis on mobility and land access. Local streets connect residential neighborhood blocks as well as land parcels within commercial and industrial developments. The primary emphasis is on land access. The State of Minnesota will have jurisdiction over the metropolitan highway system which is made up of principal arterials, including interstate freeways. Emphasis is placed on mobility, and no direct land access should be allowed.

Completing functional consolidation corresponds to the County vision of a system which maximizes efficiency and provides for the efficient movement of goods, protecting the economic vitality of the community.

Existing conditions of the issue:

Ramsey County has been working with the Minnesota Department of Transportation, the municipalities of Ramsey County, and Anoka, Dakota, Hennepin and Washington counties toward the completion of this jurisdiction program. To date, 50% of the identified turn backs have been accomplished.

Expectations based on current trends:

The goal of Ramsey County is to have 75% of the turn backs completed by 2000, and the entire Functional Consolidation Plan completed by 2003.

What role does the County play in this issue?

Ramsey County is the lead agency charged with implementing the Functional Consolidation Plan. The Department of Public Work's Transportation Improvement Program (TIP) identifies which roads are turning back each year.

Completing the Functional Consolidation Plan is also a component of the Performance Measurement Process utilized by the Department of Public Works. This process coordinates goals and measures accountability to ensure that the Functional Consolidation Plan will be achieved by 2003.

What policy is/should be in place regarding this issue to make the County play the role it should play?

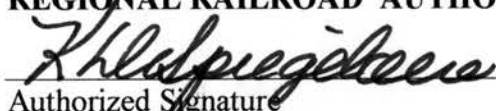
The Functional Consolidation Plan was approved by the Ramsey County Board of Commissioners, the municipalities of Ramsey County and the Minnesota Department of Transportation in March, 1992.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY


Authorized Signature

8/7/98
Date

Board Action Requested

Ratify Final Payment No. 8 in the amount of \$5,750.00 to SRF Consulting Group, Inc. for Professional Engineering Services for Riverview/Hiawatha Transitways.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF Consulting Group, Inc. for the purpose of conducting a feasibility study of transit improvements in the Riverview Transit Corridor. Final payment in the amount of \$5,750.00 for retainage due will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R97-13. Payment documentation is being submitted for ratification in compliance with the latter.

Attachments are:

1. Proposed resolution ratifying payment
2. Accounts Payable form and Final Payment No. 8
3. SRF Consulting Group, Inc. Invoice No. 2765-8 and attachment

Budgeting and Accounting

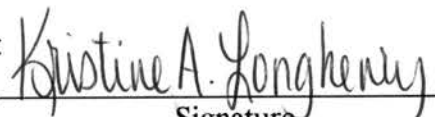
County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998

Board Date


Signature

8-11-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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

WHEREAS, SRF Consulting Group, Inc. has satisfactorily completed the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs; 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. 2765-8, Final Payment No. 8, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc.; and

RESOLVED, Payment to SRF Consulting Group, Inc. in the amount of \$5,750.00 for retainage held is hereby ratified.

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

Rafael E. Ortega, Chairman

By: _____
Jan Wiessner, Secretary

RFRR467
BA354

Ramsey County
Budgeting and Accounting Dept.
Accounts Payable

Date: 08/04/1998
Time: 14:38

Claim Date: 08/04/1998

Charge To Department: REGIONAL RAILROAD AUTHORITY
Appropriation Item: CONSULTING SERVICES

Warrant No: _____

Claim No.	Date Paid	Rfc	Fund	Dept	Object	Amount
CAPA388		R97	591	59114	020102	\$ 5,750.00
					Total:	\$ 5,750.00

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

Check Stub: | INVOICE NO. 2765-8, DATED 7/6/98 |
| FILE NO. 0972765 RIVERVIEW/HIAWATHA TRANSITWAYS |
| |

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

Send To Address: |
|

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

Preparer's Signature

Kristine A. Longhewy

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

Authorized Signature

K. Longhewy

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Final Payment No. 8

Prepared By: _____

Project: Riverview Transit Corridor Study
Contract Agreement Number

Project Cost Center: R97 59114

Agreement No: PA 388

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

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

Account Number R97 59114 - 020102

Percent Completed: 100.0%

Total Value of Work Certified - (Date) Feb. 28, 1998

\$ 115,000.00

Less 5% Retainage

\$ -

Amount Due

\$ 115,000.00

Less Previously Approved Payments:

109,250.00

Allowable Payment for this Final:

\$ 5,750.00

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

8/2/98
Date

Theresa Spiegelbauer
Director, RC Regional Railroad Planning

Previous Partial:	RCRRA & Others Share	HCRRA Share	Total
Partial Payment No. 1	\$ 790.67	\$ 302.66	\$ 1,093.33
Partial Payment No. 2	\$ 9,782.15	\$ 3,336.86	\$ 13,119.01
Partial Payment No. 3	\$ 21,026.96	\$ 4,634.88	\$ 25,661.84
Partial Payment No. 4	\$ 20,446.48	\$ 7,428.10	\$ 27,874.58
Partial Payment No. 5	\$ 22,715.70	\$ 5,176.25	\$ 27,891.95
Partial Payment No. 6	\$ 7,645.44	\$ 2,831.45	\$ 10,476.89
Partial Payment No. 7	\$ 1,635.93	\$ 1,496.47	\$ 3,132.40
Final Payment No. 8	\$ 4,423.31	\$ 1,326.69	\$ 5,750.00
Partial Payment Total:	\$ 88,466.64	\$ 26,533.36	\$ 115,000.00

Summary of Agreement

Original Agreement Amount: \$ 115,000.00

Less Total Partial Payments \$ 115,000.00

Amount Remaining on Agreement \$ -

<u>SRF Summary of Billings</u>			
	This Billing	Past Billing	Total to Date
HCRRA Cost Share	\$ -	\$ 26,533.36	\$ 26,533.36
5% Retainage	\$ -	\$ -	\$ -
Amount Due	\$ -	\$ 26,533.36	\$ 26,533.36
<u>RCRRA, Saint Paul, MN Dot</u>			
& Met Council Share	\$ -	\$ 88,466.64	\$ 88,466.64
5% Retainage	\$ -	\$ -	\$ -
Amount Due	\$ -	\$ 88,466.64	\$ 88,466.64
<u>Total Billing</u>			
	\$ -	\$ 115,000.00	\$ 115,000.00
5% Retainage	\$ -	\$ -	\$ -
Amount Due	\$ -	\$ 115,000.00	\$ 115,000.00

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

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

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

(612) 475-0010

(612) 475-2429 FAX

Refer to File: 0972765

Invoice No: 2765-8

Invoice Date: 07/06/98

Period Ending: 02/28/98

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

FINAL INVOICE

re: RIVERVIEW / HIAWATHA TRANSITWAYS

5% Retainage Due

\$5,750.00

=====

R97 59114-020102
P.A. 388

OK to pay
KD

BUDGET ACTIVITY THRU PERIOD ENDING FEBRUARY 28, 1998
 MONITORING REPORT - 0972765
 RIVERVIEW / HIAWATHA TRANSITWAYS

cc: C. Zimmer
 M. Cote

	BUDGET HOURS	BUDGET DOLLARS	CURRENT MONTH HOURS	CURRENT AMOUNT BILLED	TO DATE HOURS	TO DATE DOLLARS	TOTAL REMAINING HOURS	DOLLARS
1. Project Initiation/Data Collection/Basemapping	45.0	\$3,440	0.0	\$0	37.3	\$3,452	7.7	(\$12)
2. Develop Objectives/Evaluation Criteria	15.0	\$1,130	0.0	\$0	24.0	\$1,257	-9.0	(\$127)
3. Feasibility of Alignment Alternatives	265.0	\$19,050	0.0	\$0	368.3	\$28,316	-103.3	(\$9,266)
4. Define Transit Service Characteristics	235.0	\$16,685	0.0	\$0	279.2	\$21,096	-44.2	(\$4,411)
5. Hiawatha Corridor Forecasts	195.0	\$14,120	23.5	\$1,575	360.5	\$18,287	-165.5	(\$4,167)
6. Riverview Corridor Forecasts	440.0	\$28,900	0.0	\$0	352.5	\$21,464	87.5	\$7,436
7. Cost Estimates	50.0	\$3,980	9.0	\$900	72.5	\$6,957	-22.5	(\$2,977)
8. Evaluate Alternatives	140.0	\$10,215	0.0	\$0	223.5	\$11,655	-83.5	(\$1,440)
9. Determine Next Steps	35.0	\$2,850	0.0	\$0	4.0	\$440	31.0	\$2,410
10. Draft & Final Reports	180.0	\$12,630	12.0	\$674	12.6	\$705	167.4	\$11,925
 SUBTOTAL - SRF LABOR	 1600.0	 \$113,000	 44.5	 \$3,150	 1734.4	 \$113,630	 -134.4	 (\$630)
Direct Expenses		\$2,000		\$193		\$1,414		\$586
TOTALS		\$115,000		\$3,343		\$115,044		(\$44)

Hiawatha Costs:

Task 1 - 25%	\$860	\$0	\$864	(\$4)
Task 4 - 35%	\$5,820	\$0	\$7,384	(\$1,564)
Task 5 - 100%	\$14,120	\$1,575	\$18,287	(\$4,167)
 Totals	 \$20,800	 \$1,575	 \$26,535	 (\$5,735)

Details

	Budget Hours	Budget Dollars	Hours Billed 8/31/97	Dollars Billed 8/31/97	Hours Billed 9/30/97	Dollars Billed 9/30/97	Hours Billed 10/31/97	Dollars Billed 10/31/97	Hours Billed 11/30/97	Dollars Billed 11/30/97	Hours Billed 12/31/97	Dollars Billed 12/31/97	Hours Billed 1/31/98	Dollars Billed 1/31/98	Hours Billed 2/28/98	Dollars Billed 2/28/98	To Date Hours	To Date Billed	Total Remaining Hours	Total Remaining Dollars
1. Project Initiation/Data Collection/Basemapping	45.0	3,440	8.0	880.00	15.3	1,525.59	13.0	986.69	1.0	59.46	0.0	-	0.0	-	0.0	-	37.3	3,451.74	7.7	(11.74)
2. Develop Objectives/Evaluation Criteria	15.0	1,130	0.0	-	10.0	632.36	9.5	379.82	4.5	244.62	0.0	-	0.0	-	0.0	-	24.0	1,256.80	(9.0)	(126.80)
3. Feasibility of Alignment Alternatives	265.0	19,050	0.0	-	55.0	3,911.93	136.5	11,142.97	130.3	10,793.39	0.0	-	46.5	2,468.59	0.0	-	368.3	28,316.88	(103.3)	(9,266.88)
4. Define Transit Service Characteristics	235.0	16,685	1.5	124.97	123.0	7,010.92	84.0	7,960.34	66.2	5,549.79	0.0	-	4.5	450.00	0.0	-	279.2	21,096.02	(44.2)	(4,411.02)
5. Hiawatha Corridor Forecasts	195.0	14,120	0.5	55.00	8.5	677.27	38.0	1,846.03	112.5	5,861.76	66.5	5,448.69	39.0	2,822.99	23.5	1,575.23	288.5	18,286.97	(93.5)	(4,166.97)
6. Riverview Corridor Forecasts	440.0	28,900	0.5	55.00	0.0	-	64.5	4,421.60	55.5	3,284.89	177.5	9,174.29	54.5	4,528.68	0.0	-	352.5	21,464.46	87.5	7,435.54
7. Cost Estimates	50.0	3,980	0.0	-	0.0	-	0.0	-	36.0	3,192.48	27.5	2,865.10	0.0	-	9.0	900.00	72.5	6,957.58	(22.5)	(2,977.58)
8. Evaluate Alternatives	140.0	10,215	0.0	-	0.0	-	0.0	-	0.0	-	222.0	11,506.08	1.5	149.08	0.0	-	223.5	11,655.16	(83.5)	(1,440.16)
9. Determine Next Steps	35.0	2,850	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	4.0	440.00	0.0	-	4.0	440.00	31.0	2,410.00
10. Draft & Final Reports	180.0	12,630	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.6	31.20	12.0	674.44	12.6	705.64	167.4	11,924.36
SUBTOTAL - SRF Labor	1600.0	113,000	10.5	1,114.97	211.8	13,758.07	345.5	26,737.45	406.0	28,986.39	493.5	28,994.16	150.6	10,890.54	44.5	3,149.67	1662.4	113,631.25	(62.4)	(631.25)
Direct Expenses		2,000		35.90		51.42		275.01		355.27		365.79		137.78		192.81		1,413.98		586.02
Adjustment for final payment																(45.23)		(45.23)		
Totals		115,000		1,150.87		13,809.49		27,012.46		29,341.66		29,359.95		11,028.32		3,297.25		115,000.00		(45.23)
*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
Hiawatha Costs:																				
Task 1 - 25%		860		220.00		381.40		246.67		14.87		-		-		-		862.94		(2.94)
Task 4 - 35%		5,820		43.59		2,453.82		2,786.12		1,942.43		-		157.50		-		7,383.46		(1,563.73)
Task 5 - 100%		14,120		55.00		677.27		1,846.03		5,861.76		5,448.69		2,822.99		1,575.23		18,286.97		(4,166.97)
Totals		20,800		318.59		3,512.49		4,878.82		7,819.05		5,448.69		2,980.49		1,575.23		26,533.36		(5,733.63)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegelbein
Authorized Signature

8/5/98
Date

Board Action Requested

Ratify quarterly report of payments for April 1 through June 30, 1998.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Van Houdt, dated July 7, 1998
 3. Budget Condition Report as of June 30, 1998

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998

Board Date

Kristine A. Longhewy
Signature

8-11-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period April 1, 1998 through June 30, 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.

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



Office of Budgeting and Accounting

James Van Houdt, Director

270 Court House
15 West Kellogg Boulevard
St. Paul, MN 55102

Tel: 612-266-8041
Fax: 612-266-8066

MEMORANDUM

TO: Terry Schutten, County Manager

FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting

DATE: July 7, 1998

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: April - June, 1998

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budgeting & Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period is:

59101 Regional Railroad Authority Administration	\$ 57,396.23
59109 Northeast Corridor Maintenance Kellogg to Beam	7,350.72
59112 Northeast Corridor Beam to No. County Line	1,561.24
59114 Riverview Corridor Transit Study	<u>5,582.54</u>
	<u>\$71,890.73</u>

We are attaching the following reports:

- A. Budget Condition Report as of June 30, 1998.
- B. Detail Disbursements for the period April through June, 1998.

JVH:TCO:tco
Attachments

cc: K. DeSpiegelaere, Director
Ramsey County Regional Railroad Authority Planning

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	CONSULTING SERVICES	49,253.25	3,658.80	31,340.20	45,594.45	14,254.25	0.00	5,746.75 7.43
020122	STATE AUDITOR	2,100.00	1,134.50	0.00	965.50	965.50	0.00	0.00 54.02
020154	LEGISLATIVE REPRESENTATIVE	35,000.00	10,415.00	14,585.00	24,585.00	10,000.00	0.00	0.00 29.76
020174	COUNTY ATTORNEY SERVICES	3,329.00	0.00	0.00	3,329.00	3,329.00	0.00	0.00
020176	COUNTY MANAGER-SERVICES	2,000.00	0.00	0.00	2,000.00	2,000.00	0.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	6,000.00	0.00	0.00	6,000.00	6,000.00	0.00	0.00
020185	DATA PROCESSING SERVICES-MTCE	12,580.54	1,557.76	0.00	11,022.78	11,022.78	3,580.54	0.00 12.38
020193	COUNTY PROJECT MANAGEMENT SERVICES	121,458.47	37,418.64	0.00	84,039.83	84,039.83	0.00	8,695.53 30.81
020202	POSTAGE	1,500.00	329.92	0.00	1,170.08	1,170.08	0.00	0.00 21.99
020207	TELEPHONE LONG DISTANCE CHARGES	200.00	26.40	0.00	173.60	173.60	0.00	0.00 13.20
020208	TELEPHONE-LOCAL SERVICE	2,100.00	319.20	0.00	1,780.80	1,780.80	0.00	0.00 15.20
020209	TELEPHONE-EQUIPMENT RENTAL	200.00	0.00	0.00	200.00	200.00	0.00	0.00
020217	PAGER SERVICES	0.00	79.88	0.00	79.88CR	79.88CR	0.00	0.00
020301	TRANSPORTATION ALLOWANCE	1,600.00	456.79	0.00	1,143.21	1,143.21	0.00	0.00 28.55

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RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
020305	MESSENGER SERVICE 850.00	96.75	0.00	753.25	753.25	0.00	0.00	11.38
020402	ADVERTISING & PROMOTION 0.00	26.03	0.00	26.03CR	26.03CR	0.00	0.00	
020501	PRINTING & STATIONERY 5,000.00	2,285.89	0.00	2,714.11	2,714.11	0.00	0.00	45.72
020611	LIABILITY & PROPERTY DAMAGE 850.00	0.00	0.00	850.00	850.00	0.00	0.00	
020803	EQUIPMENT & MACHINERY REPAIRS 2,000.00	443.98	0.00	1,556.02	1,556.02	0.00	0.00	22.20
020906	BUILDINGS & OFFICE SPACE 12,883.00	6,336.00	0.00	6,547.00	6,547.00	0.00	0.00	49.18
020909	PARKING SPACE 800.00	387.29	0.00	412.71	412.71	0.00	0.00	48.41
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS 500.00	65.00	0.00	435.00	435.00	0.00	0.00	13.00
021134	TUITION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021180	EMPLOYEE DEVELOPMENT 500.00	0.00	0.00	500.00	500.00	0.00	0.00	
021401	MEMBERSHIP & DUES 500.00	780.00	0.00	280.00CR	280.00CR	0.00	0.00	156.00
021403	CONFERENCE & SEMINAR EXPENSES 10,263.00	10,908.83	0.00	645.83CR	645.83CR	0.00	0.00	106.29
021407	OTHER TRAVEL 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 200.00	0.00	0.00	200.00	200.00	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
021409	CED MEETING EXPENSES ACCOUNT	2,950.00	279.35	0.00	2,670.65	2,670.65	0.00	50.00 9.47
022213	TRANSIT JOINT POWERS	20,000.00	19,670.00	0.00	330.00	330.00	0.00	0.00 98.35
TOTL 02		305,617.26	96,676.01	45,925.20	208,941.25	163,016.05	3,580.54	14,492.28 31.63
030101	OFFICE SUPPLIES	2,800.00	268.00	0.00	2,532.00	2,532.00	0.00	0.00 9.57
030201	COMPUTER OPERATING SUPPLIES	1,000.00	186.68	0.00	813.32	813.32	0.00	0.00 18.67
TOTL 03		3,800.00	454.68	0.00	3,345.32	3,345.32	0.00	0.00 11.97
040303	OFFICE FURNITURE AND EQUIPMENT	800.00	0.00	0.00	800.00	800.00	0.00	0.00
040306	COMMUNICATIONS EQUIPMENT	2,166.21	0.00	0.00	2,166.21	2,166.21	0.00	0.00
CURR ORG-TOT		312,383.47	97,130.69	45,925.20	215,252.78	169,327.58	5,746.75	14,492.28 31.09

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R97 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	46,590.17	46,590.17	0.00	0.00	0.00	0.00	17,296.49	100.00	
ORG-TOT	358,973.64	143,720.86	45,925.20	215,252.78	169,327.58	5,746.75	31,788.77	40.04	

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	CONSULTING SERVICES							
--	75,637.68	0.00	0.00	75,637.68	75,637.68	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES							
--	4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00	
020176	COUNTY MANAGER-SERVICES							
--	1,134.14	0.00	0.00	1,134.14	1,134.14	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES							
--	1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	78.92	0.00	0.00	78.92	78.92	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	17,223.70	0.00	0.00	17,223.70	17,223.70	0.00	0.00	
020194	PUBLIC INFORMATION SERVICES							
--	1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00	
020202	POSTAGE							
--	10.98	0.00	0.00	10.98	10.98	0.00	0.00	
020305	MESSENGER SERVICE							
--	49.05	0.00	0.00	49.05	49.05	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES							
--	179.90	0.00	0.00	179.90	179.90	0.00	0.00	
020501	PRINTING & STATIONERY							
--	12.11	0.00	0.00	12.11	12.11	0.00	0.00	
021226	COMMITTEE COMPENSATION							
--	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021407	OTHER TRAVEL							
--	0.36	0.00	0.00	0.36	0.36	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE							
--	0.27	0.00	0.00	0.27	0.27	0.00	0.00	
TOTL 02	100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00	
ORG-TOT	100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES 512,086.61	0.00	0.00	512,086.61	512,086.61	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES 46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 494.91	0.00	0.00	494.91	494.91	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 72,796.15	0.00	0.00	72,796.15	72,796.15	0.00	0.00	
020202	POSTAGE 3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
020501	PRINTING & STATIONERY 9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL 10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	674,596.59	0.00	0.00	674,596.59	674,596.59	0.00	0.00	
ORG-TOT	674,596.59	0.00	0.00	674,596.59	674,596.59	0.00	0.00	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
	COUNTY ATTORNEY SERVICES							
020174	151.61	0.00	0.00	151.61	151.61	0.00	0.00	
--								
	COUNTY MANAGER-SERVICES							
020176	1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
--								
	BUDGETING AND ACCOUNTING SERVICES							
020179	163.92	0.00	0.00	163.92	163.92	0.00	0.00	
--								
	DATA PROCESSING SERVICES-MTGE							
020185	329.96	0.00	0.00	329.96	329.96	0.00	0.00	
--								
	SURVEYING SERVICE							
020192	95.63	0.00	0.00	95.63	95.63	0.00	0.00	
--								
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	3,608.31	0.00	0.00	3,608.31	3,608.31	0.00	0.00	
--								
	POSTAGE							
020202	96.05	0.00	0.00	96.05	96.05	0.00	0.00	
--								
TOTL 02	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	
ORG-TOT	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59108	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 1,416.40	0.00	0.00	1,416.40	1,416.40	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES 0.55	0.00	0.00	0.55	0.55	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 66.45	0.00	0.00	66.45	66.45	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 197.97	0.00	0.00	197.97	197.97	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 114.58	0.00	0.00	114.58	114.58	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 263.24	0.00	0.00	263.24	263.24	0.00	0.00	
020202	POSTAGE 5.43	0.00	0.00	5.43	5.43	0.00	0.00	
020305	MESSENGER SERVICE 25.00	0.00	0.00	25.00	25.00	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 8.57	0.00	0.00	8.57	8.57	0.00	0.00	
020501	PRINTING & STATIONERY 81.88	0.00	0.00	81.88	81.88	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
ORG-TOT	2,380.07	0.00	0.00	2,380.07	2,380.07	0.00	0.00	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	31,740.00	12,359.34	0.00	19,380.66	19,380.66	22,000.00	0.00	38.94
	IMPROVEMENTS OTHER THAN BUILDINGS							
020802	11,131.00	0.00	0.00	11,131.00	11,131.00	0.00	0.00	
	GROUNDS-REPAIRS							
020804	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
	ASSESSMENTS							
021131	5,000.00	0.00	0.00	5,000.00	5,000.00	0.00	0.00	
CURR ORG-TOT	50,871.00	12,359.34	0.00	38,511.66	38,511.66	22,000.00	0.00	24.30

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R97 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
000000	5,682.02	3,952.52	1,729.50	1,729.50	0.00	0.00	14,628.30	69.56
ORG-TOT	56,553.02	16,311.86	1,729.50	40,241.16	38,511.66	22,000.00	14,628.30	28.84

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59112	NE CORRIDOR BEAM TO N CO LINE							
020102	CONSULTING SERVICES 3,340.00	0.00	0.00	3,340.00	3,340.00	3,240.00	0.00	
020192	SURVEYING SERVICE 51,132.76	29,450.00	0.00	21,682.76	21,682.76	0.00	250.00	57.60
020193	COUNTY PROJECT MANAGEMENT SERVICES 4,297.22	3,409.75	0.00	887.47	887.47	0.00	22,000.00	79.35
020804	GROUNDS-REPAIRS 30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
021205	LICENSING FEE 250.00	250.00	0.00	0.00	0.00	250.00	0.00	100.00
030507	SIGNS & SIGN REPAIRS 13,253.75	0.00	0.00	13,253.75	13,253.75	0.00	3,240.00	
040103	LAND ACQUISITION-RIGHT OF WAY 2,000,000.00	0.00	0.00	2,000,000.00	2,000,000.00	0.00	0.00	
ORG-TOT	2,102,273.73	33,109.75	0.00	2,069,163.98	2,069,163.98	3,490.00	25,490.00	1.57

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
59114	RIVERVIEW TRANSIT CORRIDOR STUDY								
020193	COUNTY PROJECT MANAGEMENT SERVICES 8,695.53	8,695.53	0.00	0.00	0.00	8,695.53	0.00	100.00	
021409	CED MEETING EXPENSES ACCOUNT 50.00	50.00	0.00	0.00	0.00	50.00	0.00	100.00	
CURR ORG-TOT	8,745.53	8,745.53	0.00	0.00	0.00	8,745.53	0.00	100.00	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R97 59114	RIVERVIEW TRANSIT CORRIDOR STUDY							
000000	84,322.65	78,572.65	5,750.00	5,750.00	0.00	85,525.82	1,203.17	93.18
ORG-TOT	93,068.18	87,318.18	5,750.00	5,750.00	0.00	94,271.35	1,203.17	93.82
ACT-TOT	3,394,593.97	280,460.65	53,404.70	3,114,133.32	3,060,728.62	125,508.10	73,110.24	8.26
5 FC	3,394,593.97	280,460.65	53,404.70	3,114,133.32	3,060,728.62	125,508.10	73,110.24	8.26
FUND CURR TOT	3,257,999.13	151,345.31	45,925.20	3,106,653.82	3,060,728.62	39,982.28	39,982.28	4.65
FUND R97 TOT	136,594.84	129,115.34	7,479.50	7,479.50	0.00	85,525.82	33,127.96	94.52
FUND TOTAL	3,394,593.97	280,460.65	53,404.70	3,114,133.32	3,060,728.62	125,508.10	73,110.24	8.26

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RAMSEY COUNTY REGIONAL RAILROAD AUTH									
	020102	CONSULTING SERVICES							
	59101	020102	CA	PA634	062398	00180845	2,091.50	STEVENS	KENNETH
			CA	PA635	062398	00180846	1,567.30	GOFF AND HOWARD INC.	
	020102	3,658.80							
	020122	STATE AUDITOR							
	59101	020122	CA	91329	062398	00180143	1,134.50	MINNESOTA STATE AUDITORS	
	020122	1,134.50							
	020154	LEGISLATIVE REPRESENTATIVE							
	59101	020154	CA	PA565	050898	00166608	2,083.00	LOCKRIDGE GRINDAL NAUEN	
			CA	PA565	060298	00173484	2,083.00	LOCKRIDGE GRINDAL NAUEN	
			CA	PA565	062398	00180847	2,083.00	LOCKRIDGE GRINDAL NAUEN	
	020154	6,249.00							
	020185	DATA PROCESSING SERVICES-MTCE							
R97	59101	020185	IC	86710	042498	00161403	251.37	IC TRNSF PMT 574 57401	301385 C08077 01
			IC	86710A	042498	00161403	4,283.78	IC TRNSF PMT 574 57401	301385 C08077 01
			IC	88908	052298	00170013	201.97	IC TRNSF PMT 574 57401	301385 C08161 01
			IC	91445	061998	00178403	890.89	IC TRNSF PMT ,574 57401	301385 C08228 01
	020185	5,628.01							
	020193	COUNTY PROJECT MANAGEMENT SERVICES							
	59101	020193	IC	85333	040398	00154436	367.10	IC TRNSF PMT 400 47101	300418 B04490 01
			IC	85333A	040398	00154436	11.00	IC TRNSF PMT 400 47101	300166 B04490 02
			IC	85334	040398	00154436	1,444.67	IC TRNSF PMT 400 47101	300418 B04489 01
			IC	85334A	040398	00154436	43.07	IC TRNSF PMT 400 47101	300166 B04489 02
			IC	85339	040398	00154436	5,490.51	IC TRNSF PMT 400 47101	300434 B04485 01
			IC	85339A	040398	00154436	164.76	IC TRNSF PMT 400 47101	300434 B04485 02
			IC	86931	042498	00161403	8,298.00	IC TRNSF PMT 400 47101	300434 B04501 01
			IC	86931A	042498	00161403	249.00	IC TRNSF PMT 400 47101	300166 B04501 02
			IC	86934	042498	00161403	1,954.26	IC TRNSF PMT 400 47101	300418 B04502 01
			IC	86934A	042498	00161403	58.26	IC TRNSF PMT 400 47101	300166 B04502 02
			IC	88024	050898	00165483	995.76	IC TRNSF PMT 400 47101	300434 B04500 01
			IC	88024A	050898	00165483	29.88	IC TRNSF PMT 400 47101	300166 B04500 02
			IC	90263	060598	00173580	442.56	IC TRNSF PMT 400 47101	300434 B04539 01

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	59101	020193	IC	90263A	060598	00173580	13.28	IC TRNSF PMT 400 47101	300166 B04539 02
			IC	90264	060598	00173580	8,394.81	IC TRNSF PMT 400 47101	300434 B04538 01
			IC	90264A	060598	00173580	251.91	IC TRNSF PMT 400 47101	300166 B04538 02
			IC	90267	060598	00173580	1,469.41	IC TRNSF PMT 400 47101	300418 B04537 01
			IC	90267A	060598	00173580	43.81	IC TRNSF PMT 400 47101	300166 B04537 02
			IC	90372	060598	00173580	256.97	IC TRNSF PMT 400 47101	300418 B04541 01
			IC	90372A	060598	00173580	7.70	IC TRNSF PMT 400 47101	300166 B04541 02
		020193							29,986.72
		020202							POSTAGE
	59101	020202	CA	69388	051598	00168622	2.52	DESPIEGELAERE-PETTY CASH	KATHRYN
			IC	86543	042498	00161403	155.63	IC TRNSF PMT 521 52104	350323 W03641 01
			IC	89848	060598	00173580	51.09	IC TRNSF PMT 521 52104	350323 W03681 01
			IC	90704	061998	00178403	40.66	IC TRNSF PMT 521 52104	350323 W03714 01
		020202							249.90
		020207							TELEPHONE LONG DISTANCE CHARGES
	59101	020207	IC	87196	042498	00161403	12.54	IC TRNSF PMT 578 57801	301601 Y02947 02
			IC	88292	051598	00167756	13.86	IC TRNSF PMT 578 57801	301601 Y03006 02
		020207							26.40
		020208							TELEPHONE-LOCAL SERVICE
	59101	020208	IC	87196A	042498	00161403	159.60	IC TRNSF PMT,578 57801	301602 Y02947 01
			IC	88292A	051598	00167756	159.60	IC TRNSF PMT 578 57801	301602 Y03006 01
		020208							319.20
		020217							PAGER SERVICES
	59101	020217	CA	85447	041098	00156914	79.88	ST PAUL FINANCE/TREASURY DIV	
		020217							79.88
		020301							TRANSPORTATION ALLOWANCE
	59101	020301	MC	066902	041498	00159025	79.30	BODIN	DENNIS
			MC	067322	041798	00160305	60.45	DESPIEGELAERE	KATHRYN
			MC	067323	041798	00160305	76.90	DESPIEGELAERE	KATHRYN
			MC	067324	041798	00160305	84.15	DESPIEGELAERE	KATHRYN
			MC	069738	051998	00169947	47.77	BODIN	DENNIS

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		020301		348.57				
		020305	MESSENGER SERVICE					
59101	020305	CA	88225	051298	00167681	72.65	ROADRUNNER TRANSPORTATION INC	
		CA	88905	051998	00169948	8.00	ROADRUNNER TRANSPORTATION INC	
		CA	89329	060298	00172604	5.00	ROADRUNNER TRANSPORTATION INC	
		020305		85.65				
		020501	PRINTING & STATIONERY					
59101	020501	CA	87824	050898	00165524	989.46	ST PAUL CITY OF FIN/TREAS DIV	
		CA	87870	050898	00165524	425.60	ST PAUL CITY OF FIN/TREAS DIV	
		020501		1,415.06				
		020803	EQUIPMENT & MACHINERY REPAIRS					
59101	020803	PV	028835	041098	00156912	318.98	IKON OFFICE SOLUTIONS	
		CA	90709	062398	00180848	125.00	DIGITAL EQUIPMENT CORPORATION	
		020803		443.98				
		020906	BUILDINGS & OFFICE SPACE					
59101	020906	IC	86630	042498	00161403	2,841.00	IC TRNSF PMT 576 57601	360513 Y01313 01
		IC	86630A	042498	00161403	327.00	IC TRNSF PMT,576 57604	360513 Y01313 02
		020906		3,168.00				
		020909	PARKING SPACE					
59101	020909	IC	10936M	052298	00170013	40.00	IC TRNSF PMT 576 57601	360205
		CA	67838N	042498	00161464	40.00	RAMSEY CO PROP RECORDS & REV	
		CA	88016	050898	00166609	37.45	IMPERIAL PARKING INC.	
		CA	89878	060298	00173485	37.45	IMPERIAL PARKING INC.	
		020909		154.90				
		021401	MEMBERSHIP & DUES					
59101	021401	CA	90108	060298	00173486	780.00	AMERICAN PUBLIC TRANSIT ASSOC	
		021401		780.00				

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		021403	CONFERENCE & SEMINAR EXPENSES						
59101	021403	CA	66704	041098	00158070		182.46	ORTEGA	RAFAEL E
		CA	70515	060298	00173487		908.00	DESPIEGELAERE	KATHRYN
		CA	87030	042498	00162572		105.00	UNIVERSITY-OF-MINNESOTA	
		CA	87316	050598	00165421		50.00	ST. PAUL RIVERFRONT CORP	
		CA	87808	050598	00165422		490.00	AMERICAN PUBLIC TRANSIT ASSOC	
		CA	88017	050898	00166610		550.00	AMERICAN PUBLIC TRANSIT ASSOC	
		CA	88023	051598	00167814		334.00	TRAVEL ASSOC OF CARRIAGE HILL	
		CA	88203	051598	00167814		513.00	TRAVEL ASSOC OF CARRIAGE HILL	
		CA	88221	051298	00167682		25.00	UNIVERSITY OF MINNESOTA	
		CA	90571	061298	00177182		75.00	TRAVEL ASSOC OF CARRIAGE HILL	
	021403		3,232.46						
		021409	CED MEETING EXPENSES ACCOUNT						
59101	021409	CA	83952	040398	00155580		25.00	STEINBERG	TIM
		CA	88025	050898	00166611		21.00	DESPIEGELAERE	KATHRYN
		CA	88202	050898	00166611		36.17	DESPIEGELAERE	KATHRYN
		CA	88906	051998	00169949		33.68	DESPIEGELAERE	KATHRYN
		CA	90423	060998	00175699		26.56	DESPIEGELAERE	KATHRYN
		CA	90832	062398	00180849		97.93	PROM CATERING	
	021409		240.34						
		030101	OFFICE SUPPLIES						
59101	030101	PV	029448	042498	00161443		25.98	GENERAL OFFICE PROD CO-8	
		PV	030486	051998	00169105		28.65	GENERAL OFFICE PROD CO-8	
		CA	69388A	051598	00168622		5.74	DESPIEGELAERE-PETTY CASH	KATHRYN
	030101		60.37						
		030201	COMPUTER OPERATING SUPPLIES						
59101	030201	CA	89341	060298	00173488		134.49	IKON OFFICE SOLUTIONS	
	030201		134.49						

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57,396.23

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NORTHEAST CORRIDOR MAINT

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NORTHEAST CORRIDOR MAINT								
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59109	020193	IC	85343	040398	00154436		2,315.93	IC TRNSF PMT 400 47109 300418 B04484 01
		IC	85343A	040398	00154436		175.54	IC TRNSF PMT 400 47109 300418 B04484 02
		IC	86925A	042498	00161403		185.50	IC TRNSF PMT 400 47101 300418 B04499 02
		IC	86925R	052298	00170013		2,447.33	IC TRNSF PMT 591 47109 300418 B04499 01
		IC	90268	060598	00173580		2,069.55	IC TRNSF PMT 400 47109 300418 B04536 01
		IC	90268A	060598	00173580		156.87	IC TRNSF PMT 400 47109 300166 B04536 02
	020193						7,350.72	

NORTHEAST CORRIDOR MAINT

7,350.72

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NE CORRIDOR BEAM TO N CNTY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NE CORRIDOR BEAM TO N CNTY								
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59112	020193	IC	85336	040398	00154436	877.79	IC TRNSF PMT 400 47110	300418 B04488 01
		IC	85336A	040398	00154436	26.23	IC TRNSF PMT 400 47110	300166 B04488 02
		IC	85355	040398	00154436	197.10	IC TRNSF PMT 400 47109	300418 B04483 01
		IC	85355A	040398	00154436	14.94	IC TRNSF PMT 400 47109	300166 B04483 02
		IC	86907	042498	00161403	65.70	IC TRNSF PMT 400 47109	300418 B04498 01
		IC	86907A	042498	00161403	4.98	IC TRNSF PMT 400 47101	300166 B04498 02
		IC	90269	060598	00173580	65.70	IC TRNSF PMT 400 47109	300418 B04535 01
		IC	90269A	060598	00173580	4.98	IC TRNSF PMT 400 47101	300166 B04535 02
		IC	90370	060598	00173580	295.00	IC TRNSF PMT 400 47110	300418 B04540 01
		IC	90370A	060598	00173580	8.82	IC TRNSF PMT 400 47101	300166 B04540 02

020193 1,561.24

NE CORRIDOR BEAM TO N CNTY

1,561.24

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 7
DATE 7/01/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1998 THRU JUNE 30, 1998.

RIVERVIEW TRANSIT CORR STDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
RIVERVIEW TRANSIT CORR STDY								
R97	59114	020102	CONSULTING SERVICES	CA PA388	042498	00162573	3,132.40	STRGAR ROSCOE FAUSCH INC
		020102					3,132.40	
		020193	COUNTY PROJECT MANAGEMENT SERVICES					
	59114	020193	IC	85338	040398	00154436	2,378.76	IC TRNSF PMT 400 47101
			IC	85338A	040398	00154436	71.38	IC TRNSF PMT 400 47101
		020193					2,450.14	
RIVERVIEW TRANSIT CORR STDY						5,582.54		

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 8
DATE 7/01/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1998 THRU JUNE 30, 1998.

RIVERVIEW TRANSIT CORR STDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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FUND 591 TOTAL							71,890.73	
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REGIONAL RAILROAD AUTHORITY BOARD MEETING

August 18, 1998

SIGN-IN SHEET

Please PRINT your name and agency below for the official proceedings of this meeting. Thank you.

NAME

AGENCY

Karen Tersv

Co. Mgrs. Staff

Nick Riley

Co. MGR STAFF

Faye Kirkwood

Dept Public Works

Karen Kushner

Co. Atty

Jim Maynard

Public - wks.

Cyndy MacLeod

Public Works

Jon Walsh

Public Works

BONNIE JACKELIN

CONGR STAFF

TOM OERTEL

$$B + A$$

Lin Van Hoang

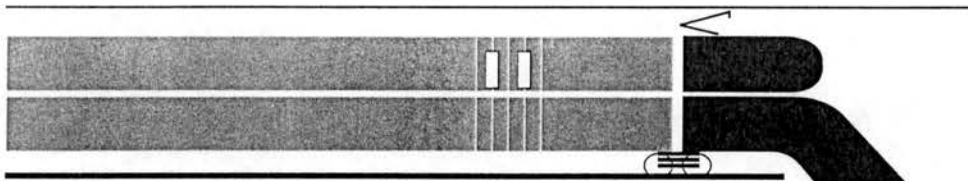
Bt a

10m to high tide

Human Service

NAME

AGENCY



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

August 18, 1998

Immediately following the Administrative Board Meeting

Third Floor Council Chambers

Courthouse

1. * Approve minutes of the meeting of July 14, 1998.
 2. Federal 1999 appropriations for the Twin Cities Transitway Corridors.
 3. * Red Rock Corridor Administrative and Project Management Services.
 4. Comprehensive Transportation and Transit Plan for Ramsey County.
 5. * Ratify Final Payment No. 8 in the amount of \$5,750.00 to SRF Consulting Group, Inc. for professional engineering services for Riverview/Hiawatha Transitways.
 6. * Ratify quarterly report of payments for April 1 through June 30, 1998.
- * Action is requested.



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 14, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, July 14, 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, Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Tom Oertel, Bonnie Jackelen, Karen Tero, Paul St. Martin, Allan Torstenson, Dennis Bodin, Ken Stevens, Kris Longhenry

Chairman Ortega called the meeting to order at 3:33 p.m.

1. Approve Minutes of the Meeting of June 23, 1998.

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to accept the minutes from the June 23, 1998 RCRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

3. Approve Agreement with the City of St. Paul for Removal of Phalen Berm and Johnson Parkway Bridge; Authorize the Chair to Execute the Agreement; and Approve the Budget Transfer for \$32,500 to Pay for Costs in the Agreement.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to approve agreement with the City of St. Paul for removal of Phalen Berm and Johnson Parkway Bridge, authorize the Chair to execute the agreement, and approve the budget transfer for \$32,500 to pay for costs in the agreement.

Commissioner Reinhardt mentioned that it should be noted that trail and bicyclist advocates will not be as happy because safety will not be as good. The trail set up for them will not be grade separated.

Ayes - 7, Nays - 0
Motion accepted.

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 900 feet south of Johnson Parkway to a point 1000 feet north of Maryland Avenue; and

WHEREAS, An agreement has been developed between the City of St. Paul and Ramsey County Regional Railroad Authority that is consistent with RCRRA Resolution 98-20 of June 23, 1998; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the agreement; and Be It Further

RESOLVED, That the Chair of the Rail Authority is authorized to execute the agreement; and Be It Further

RESOLVED, That the RCRRA authorizes the Director of Budgeting and Accounting to make a budget adjustment appropriating \$32,500 from the Ramsey County Regional Railroad Authority fund balance to pay for Ramsey County Regional Railroad Authority's costs associated with the agreement.

2. Riverview Corridor Feasibility Study.

Ken Stevens, Consultant for RCRRA, presented information on the Riverview Corridor Feasibility Study.

Two committees were established by the RCRRA to provide input into the study and have been meeting over the past nine months. The Riverview Corridor Task Force has 23-25 members and includes representatives from the business community, neighborhoods, residents, transit organizations, downtown business community and others. The Riverview Corridor Technical Committee was chaired by Kathy DeSpiegelaere and supported by members from Metro Council, Mn/DOT, St. Paul Port Authority, Riverfront Development Corporation, Metropolitan Airports Commission, St. Paul Public Works and others.

The Technical Committee reviewed work developed by the consultant, forwarded comments to the Task Force, which were then forwarded to RCRRA. Types of issues looked at by the Technical Committee included existing land use, existing transit service and identified needs within the corridor. A comprehensive vision was developed from these issues along with other things going on in the region such as the Metro Council Regional Blueprint, Metro Transit's transit redesign effort, Ramsey County's Strategic Planning efforts, City of St. Paul's Transportation Policy Plan and others.

The Task Force looked at everything that was going on in the region and then looked at transit options: commuter rail, light rail, buses in an exclusive guideway and buses in mixed traffic. An evaluation of transit options included construction feasibility, projected ridership and study objectives.

A number of alternatives were ruled out from this evaluation. Crossings over the Mississippi River between T.H.5 and Ford Parkway were eliminated due to high construction costs and negative impacts on neighborhoods were eliminated. The Shepard Road alignment is not feasible for LRT but may be for bus service on shoulders. Given its proximity to the River it is considered single-side loaded and would only serve the downtown side. It also doesn't give good walk access. The downtown segment alignment using Chestnut Street were not feasible because of steep grades, railroad crossings, and complex traffic issues downtown.

Ridership growth from now until the year 2020 is estimated to be about 17%. Light rail alternatives show a higher ridership because they are able to connect with the Hiawatha Corridor and go through the airport and connect the two terminals. LRT would replace most of the interairport shuttles.

The cost estimate for a bus on Shepard Road would be about \$134 million and LRT would be about \$350 million.

The next steps recommended by the Phase I Study is to enter into a MIS and look at alternatives such as buses in mixed traffic, LRT or busway on the CP Rail line, look at various alternatives to access the downtown area, and various options to reach the Arcade, East Seventh, Phalen Corridor and lower east side of downtown St. Paul. It is also recommended to investigate the Ford Parkway river crossing and continue to explore the Shepard Road/CP Rail/Union Depot combination as LRT alternative.

Ken Stevens commented that the elements included in the vision are reasons enough to continue on with the MIS. Some of the vision elements include: the parking situation in downtown St. Paul, the new Science Museum, the new hockey arena/Civic Center, the Mall of America, the airport, reverse commute and welfare to work. The MIS focuses on community involvement and economic development and a staged implementation. The focus is also on transportation system management which looks at how you make a better bus system function and how does that support transit oriented development in the short term. The timing is good for the MIS since the Hiawatha project is underway. He believes that the ridership forecast is conservative and the TSM and economic development can change the whole forecast. There is a lot of interest in the incrementally staged construction approach. He also stated that the federal funding is available for the Riverview Corridor and the money will be used in another national city for new rail starts if it is not used here.

Commissioner Haigh asked for clarification on the two river crossings that are feasible. She also mentioned that she read that the DNR would be expanding Fort Snelling for museum space.

Ken Stevens answered that the Ford Parkway Bridge will be revisited but the recommendation is to try and find out how transit improvements can cross at the existing Seventh Street/T.H.5 crossing at Fort Snelling.

Kathy DeSpiegelaere stated that she has had a meeting about the Fort Snelling expansion and said that there was enthusiasm about the potential of bringing more passengers by way of transit.

Commissioner Haigh asked how the CP Rail route enters downtown through Chestnut Street with the existing grading issues.

Kathy DeSpiegelaere responded that a grade separation would be required if rail was to come up through Chestnut Street and that would not be feasible. Kathy commented that rail could move through city streets and pass United Hospital, which would pick up hospital ridership. The study will examine this, as well as, expanding the bus service.

Commissioner Wiessner asked for additional clarification on the river crossings and had some questions on park and rides.

Ken Stevens answered that looking at existing bridges would be more feasible for study rather than a new bridge. He stated that there would be park and rides somewhere near the Mall of America, a proposed park and ride at the GSA Building for the Hiawatha Corridor. He commented that they would be different depending on whether they are for bus or rail. He stated that park and rides build ridership and would be farther out with good access but there is a cost and the community has to be accepting.

Kathy DeSpiegelaere added that the City of St. Paul staff does not want a park and ride within city limits.

Commissioner Wiessner commented that this is a concern because the residents north of St. Paul would not be served. She stated that park and rides need to be a priority.

Commissioner Bennett stated that the expansion of Fort Snelling may be used as a possible ally. He said that a park and ride will be located south of the river. He also believes that park and rides are vital for suburban residents.

Commissioner Guerin questioned how many people will actually park at the Mall of America, take the rail to the airport and leave their cars for a few days. He was also concerned about the amount of money spent on light rail studies over the last ten years.

Ken Stevens responded that the money hasn't only been spent on studies but has also been used for acquisition of land.

Commissioner Haigh commented that this study is a good use of planning dollars and is a responsible study. She also stated that if the federal money isn't used here, then some other major city will receive it.

Commissioner Ortega stated that this is a study of transit and not just a LRT study. The funds could also be used for capital improvements in the corridor.

Commissioner Reinhardt mentioned that community involvement is important in this study, but the link to the central corridor is also very important.

The meeting adjourned at 4:15 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Lespiogee
Authorized Signature

8/6/98
Date

Board Action Requested

Federal 1999 appropriations for the Twin Cities Transitway Corridors.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998

Board Date

Kristine A. Longhenry
Signature

8-11-98

Date

News

Congressman Martin Olav Sabo



**House Approves \$59.7 Million for Minnesota Transportation Projects
Sabo Secures the First \$22 Million for Construction of Light Rail Line**

July 16, 1998

Washington, D.C. — Congressman Martin Olav Sabo (D-MN) said today that the House Transportation Appropriations Subcommittee has approved \$59.7 million for Minnesota transportation projects in 1999 that will greatly improve mass transit, cut traffic congestion, and begin construction on a light rail line for the Twin Cities.

Sabo, the top Democrat on the House Transportation Appropriations Subcommittee, secured the funding for the Minnesota projects. This money is included in the \$46.8 billion Transportation Appropriations bill for Fiscal Year 1999, which is expected to be approved by the full Appropriations Committee next week.

Sabo secured \$22 million to start building light rail along the Hiawatha Corridor in Minneapolis, the first leg of the Twin Cities' transitways system. These funds will supplement the \$12 million Sabo secured for Fiscal Year 1998 for Twin Cities Transitways.

"These funds represent the first major federal construction dollars for light rail in Minneapolis," Sabo said. "With federal dollars to fund construction along the Hiawatha Corridor, we will now be able to make light rail a reality for the Twin Cities."

Sabo also set aside \$19 million for new Metro Transit buses and new transit stations for express bus service on the I-35W corridor, the most congested freeway in the Twin Cities. "The bus system must remain strong in order for light rail to succeed," said Sabo.

Sabo also provided \$12 million for Minnesota's Guidestar program. This program uses Intelligent Transportation Systems (ITS) technology such as satellite bus tracking, ramp meters, and freeway electronic message boards to direct traffic and ease congestion on the 250 miles of Twin Cities freeways. The Minnesota Department of Transportation, and the University of Minnesota's Humphrey Institute and the Center for Transportation Studies are partners in this successful program.

"Guidestar has proven to help reduce rush hour traffic hold-ups considerably," Sabo said. "I am pleased that we will be able to keep the Twin Cities' freeways running more efficiently with federal funds."

Sabo also secured \$1 million for the Hennepin County Community Works program, including funding

for the 29th Street Corridor in South Minneapolis and the Humboldt Avenue project in North Minneapolis. Hennepin Community Works seeks to create good jobs, provide access to employment and build long-term value to the community by investing in infrastructure, public works, parks and the natural environment.

The 29th Street Corridor project, also known as the Midtown Greenway project, will advance the development of a nonstop bicycle path, walkways, recreation areas, and green space to neighborhoods along the 29th Street rail corridor running parallel to -- and one block north of -- Lake Street in south Minneapolis. When finished, the Midtown Greenway will connect the city's chain of lakes with the Mississippi River and benefit the city neighborhoods that lie along the corridor.

The Humboldt Avenue project will include a commuter bikeway and transit improvements that will fill gaps and improve the county's regional commuter-bike-trail system and transit system.

"The 29th Street Corridor and Humboldt Avenue will benefit from significant transitway development, increased bicycle access, and environmentally-friendly park and recreation areas which all residents will be able to enjoy," Sabo said.

"The Hennepin County Community Works project is vital to the overall economic renewal of all Minneapolis neighborhoods," said Sabo, who has secured \$5.9 million to the Hennepin County Community Works project.

Sabo also included \$5.7 million for the Mid-America Aviation Resource Consortium (MARC) to train air traffic controllers for the Federal Aviation Administration (FAA). The training will take place at Eden Prairie's Flying Cloud Airport. Currently, this is the only program in the country training "en-route" air traffic controllers. Of this amount, \$4 million is provided for MARC to complete the acquisition of state of the art training equipment that simulates new air traffic control equipment currently being installed in FAA air traffic control centers across the country. It is the only such training simulator in the country.

Sabo initiated the MARC training program in 1989. Since its development, the cost of training air traffic controllers at the MARC facility has proven to be more cost effective than training at the FAA's Academy. The MARC program, a cooperative venture between the Minnesota Community and Technical College System, the Minnesota Department of Transportation, and the FAA, has also been nationally recognized for its success in training minority and women air traffic controllers.

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natives including: high occupancy vehicle (HOV) lanes, express busways, and light rail. Based on the results of a draft MIS, light rail was selected as the preferred alternative with strong local support for light rail. The MIS was included in the region's long range plan in November 1994. It is anticipated that the project sponsor will request to initiate preliminary engineering and the environmental impact statement process in 1998. The total estimated cost for the corridor, including local, state, and federal funding, ranges between \$200,000,000 and \$300,000,000. For fiscal year 1999, the Committee recommends \$1,000,000.

St. Louis-St. Clair county LRT extension project.—The Committee recommends \$35,000,000 for the St. Clair County corridor LRT. The initial operating segment (IOS) is a 17.4-mile extension between downtown East St. Louis, IL, and the Belleville Community College in St. Clair County, IL. The selected full project alternative is a 26-mile LRT extension with a total cost of \$426,700,000. The FFGA new starts amount, toward the IOS is \$243,930,961. The total estimated cost of the IOS is \$339,200,000. Through fiscal year 1998, \$69,810,663 has been made available from Congress in appropriated funds for this project.

Tampa Bay regional rail project.—The Hillsborough County metropolitan planning organization, in cooperation with the Hillsborough Area Regional Transit Agency, is conducting a major investment study (MIS) to examine transportation improvements in a proposed 80-mile corridor extending from the city of Lakeland in Polk County west to the city of Oldsmar in Pinellas County. Early consideration of land use and transportation connections and a broad participatory public involvement process has been implemented into the MIS. Alternatives under consideration include potential combinations of roadway, bus, busway, high occupancy vehicle lanes and fixed guideway transportation improvements. Through fiscal year 1998, Congress has provided \$1,000,000 for this project. For fiscal year 1999, the Committee recommends \$500,000.

Twin Cities Transitways project.—The Committee provides \$22,000,000 for the Twin Cities Transitways project, which centers on the development and construction of the Hiawatha Corridor light rail transit line. The Twin Cities of Minneapolis-St. Paul is the 15th largest metropolitan area in the nation, with a population of 2.6 million. In recent years, traffic congestion, pollution and related problems have increased dramatically, with significant adverse impacts on residents. The Twin Cities region has concluded that a network of transitways is indispensable to manage growth wisely and encourage land use and behavioral choices that enhance the Twin Cities' quality of life. The Committee commends local, regional and state efforts to study and develop new fixed guideways in the Hiawatha, Riverview, Northstar and Red Rock Corridors that best serve the transportation needs of the Twin Cities metropolitan area.

Virginia railway express (VRE) Fredericksburg to Washington commuter rail project.—The Committee has provided \$2,000,000 for the Virginia Railway Express (VRE) Fredericksburg to Washington commuter rail project.

H.R.4328

Department of Transportation and Related Agencies Appropriations Act, 1999 (Reported in the House)

Capital Investment Grants

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, \$451,400,000: Provided, That no more than \$2,257,000,000 of budget authority shall be available for these purposes: Provided further, That there shall be available for fixed guideway modernization, \$902,800,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$451,400,000; and there shall be available for new fixed guideway systems, \$902,800,000, to be available as follows:

- \$10,400,000 for Alaska or Hawaii ferry projects;
- \$52,110,000 for the Atlanta North Springs project;
- \$1,000,000 for the Austin Capital metro project;
- \$3,000,000 for the Canton-Akron-Cleveland commuter rail project;
- \$2,000,000 for the Charlotte, North Carolina North-South corridor transitway project;
- \$4,000,000 for Chicago Metra commuter rail extensions and upgrades;
- \$2,000,000 for the Chicago Transit Authority Ravenswood line project;
- \$4,000,000 for the Clark County, Nevada fixed guideway project;
- \$1,000,000 for the Cleveland Berea Red Line extension to the Hopkins International Airport;
- \$2,000,000 for the Cleveland Euclid corridor improvement project;
- \$10,698,000 for the Dallas-Fort Worth RAILTRAN project;
- \$8,000,000 for the DART North Central light rail extension project;
- \$1,000,000 for the Dayton, Ohio light rail study;
- \$40,000,000 for the Denver Southwest Corridor project;
- \$17,000,000 for the Dulles Corridor project;
- \$4,000,000 for the Fort Lauderdale, Florida Tri-County commuter rail project;
- \$500,000 for the Harrisburg, Pennsylvania capital area transit/corridor one project;
- \$2,000,000 for the Houston Advanced Transit Program;

\$59,670,000 for the Houston Regional Bus project;
 \$1,000,000 for the Johnson County, Kansas I-35 commuter rail project;
 \$1,500,000 for the Knoxville, Tennessee electric transit project;
 \$46,000,000 for the Los Angeles MOS-3 project;
 \$17,041,000 for MARC commuter rail improvements;
 \$1,500,000 for the Maryland Route 5 corridor project;
 \$2,200,000 for the Memphis, Tennessee Medical Center rail extension project;
 \$3,000,000 for the Miami Metro-Dade Transit east-west corridor project;
 \$1,000,000 for the Miami Metro-Dade North 27th Avenue corridor project;
 \$2,000,000 for the Mission Valley East light rail transit project;
 \$500,000 for the Nashville, Tennessee regional commuter rail project;
 \$70,000,000 for the New Jersey urban core Hudson-Bergen LRT project;
 \$43,000,000 for the New Orleans Canal Street corridor project;
 \$2,000,000 for the New Orleans Desire Streetcar project;
 \$2,000,000 for the Norfolk-Virginia Beach regional rail project;
 \$2,000,000 for the Northern Indiana South Shore commuter rail project;
 \$5,500,000 for the Oceanside-Escondido light rail project;
 \$4,000,000 for the Orange County, California transitway project;
 \$17,500,000 for the Orlando Lynx Light rail project;
 \$2,000,000 for the Philadelphia-Reading SEPTA Schuylkill Valley Metro project;
 \$1,000,000 for the Philadelphia SEPTA Cross County Metro project;
 \$8,000,000 for the Phoenix metropolitan area transit project;
 \$3,000,000 for the Pittsburgh Allegheny County busway and light rail projects;
 \$25,718,000 for the Portland-Westside/Hillsboro and South-North light rail projects;
 \$1,000,000 for the Puget Sound RTA Link light rail project;
 \$19,500,000 for the Puget Sound RTA Sounder commuter rail project;
 \$8,000,000 for the Raleigh-Durham-Chapel Hill Triangle Transit project;
 \$23,480,000 for the Sacramento south corridor LRT project;
 \$70,000,000 for the Salt Lake City South LRT project;
 \$3,000,000 for the Salt Lake City/Airport to University (West-East) light rail project;
 \$2,000,000 for the San Bernardino Metrolink extension project;
 \$3,000,000 for the San Diego Mid-Coast corridor project;
 \$74,000,000 for the San Francisco BART extension to the airport project;

\$500,000 for the San Jacinto-Branch Line (Riverside County) project;
\$35,000,000 for the San Jose Tasman LRT project;
\$60,000,000 for the San Juan Tren Urbano;
\$53,983,000 for the South Boston Piers MOS-2 project;
\$1,000,000 for the South DeKalb-Lindbergh Corridor LRT project;
\$1,000,000 for the Spokane, Washington light rail project;
\$35,000,000 for the St. Louis-St. Clair County LRT extension project;
\$500,000 for the Tampa Bay regional rail project;
\$22,000,000 for the Twin Cities transitways project;
\$2,000,000 for the Virginia Rail Express Fredericksburg to Washington commuter rail project;
\$1,000,000 for the West Trenton, New Jersey rail project; and
\$1,000,000 for the Whitehall ferry terminal project; Provided further, That funds provided in Public Law 105-66 for the Pennsylvania Strawberry Hill/Diamond Branch rail project shall be available for the Laurel Rail line project in Lackawanna County, Pennsylvania.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

8/13/98
Date

Board Action Requested

Authorize the Chair of the Red Rock Corridor Commission to execute the contract subject to approval by the Ramsey County Attorney, Budgeting and Accounting, Risk Management and Regional Railroad Authority staff with maximum RCRRA contribution in the amount of \$5,000.00 with Richardson Richter Associates.

ACTION IS REQUESTED

Request Justification

See attached: 1. Draft resolution
2. Proposal summary

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998

Board Date

Kristine A. Longhewy
Signature

8-13-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Ramsey County Regional Railroad Authority, Washington County Regional Railroad Authority, Dakota County Regional Railroad Authority and cities along the corridor from St. Paul to Hastings and Red Wing are interested in joining together for purposes of developing the Red Rock transportation corridor; and

WHEREAS, A proposal has been received from Richardson Richter Associates to provide organization, administration, policy development and professional services for this corridor in the amount of \$19,469; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority will contribute a maximum of \$5000 for this contract and Be It Further

RESOLVED, That the Chair of the Red Rock Corridor Commission is authorized to execute the contract subject to approval by Ramsey County Attorney, Budgeting and Accounting, Risk Management and Regional Railroad Authority staff.

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

Richardson, Richter & Associates, Inc.

*Administrative and Project Management
Services for the
Red Rock Corridor*

Proposal Summary

August 12, 1998

Proposed Activities

Richardson, Richter and Associates, Inc. (RRA) proposes to assist with the following administrative and project management activities associated with the work of the Red Rock Corridor.

1. **Assist with the Organization of the Red Rock Commission**
 - a. Assist in the assessment of the organizational structure for the Red Rock Corridor. Identify future needs for a project management/technical team or an Executive Committee.
 - b. Assist in the development of the Phase III work plan and budget.
 - c. Assist in the drafting, negotiating, and finalizing an agreement between the governmental units for the work of the Red Rock Corridor.
 - d. Draft bylaws for consideration by the Commission.
 - e. Develop a membership directory.

2. **Administration of the Red Rock Commission and Committees, if any.**
 - a. Develop meeting agendas.
 - b. Assist with the facilitation of the meetings.
 - c. Prepare meeting minutes.
 - d. Assist with the preparation of background materials/memos for discussion at meetings.
 - e. Manage Agreements: Assist in the determination of agreements needed to manage the work of the Commission and draft agreements for legal review. Assist in the oversight of consultant work.

3. **Policy Development**
 - a. Assist with the identification of key issues for discussion by the Red Rock Commission. Provide supporting analysis for key issues.
 - b. Assist in the planning of special meetings/workshops needed to further the goals of the Corridor. (E.g., land use planning meeting.)

Proposed Budget: \$19,469.00

Professional Services and Key Personnel

Professional Services

RRA is an experienced professional services consulting firm that offers comprehensive project management, administration, and public policy services. Key services offered to public sector clients include:

- Developing work plans, budgets and project schedules
- Strategic planning
- Research, analysis and presentation of materials for discussion by policy makers
- Development of RFPs
- Contract negotiation
- Intergovernmental coordination
- Facilitation of meetings including developing agendas and materials for discussion and drafting meeting minutes

Key Personnel

Linda Gondringer, RRA Associate, will have the lead responsibility for providing administrative and project management assistance to the Red Rock Corridor. Ms. Trudy Richter, RRA Principal, will provide targeted assistance in the areas of contracts and negotiation.

Linda M. Gondringer, Associate

Ms. Gondringer has ten years of experience in project management, facilitation and administration. She has extensive experience facilitating meetings with several stakeholding parties, developing work plans and budgets, drafting RFPs, and managing contracts on behalf of her clients.

Training

- Major Investment Study Training: MIS Federal Workshop, National Transit Institute
- Advanced training in facilitation, University of Minnesota
- Masters of Business Administration
- Bachelors of Science Degree

Trudy Richter, Principal

Ms. Richter is a founding partner of RRA. Her areas of expertise include developing procurement processes and negotiating contracts for public sector clients.

Training

- Juris Doctor Degree
- Masters of Arts Degree
- Bachelors of Arts Degree
- Member: Minnesota Bar

Project Experience

Twin Cities Commuter Rail Demonstration Project

- Assisted in organizing the event
- Acted as lead negotiator of the agreement with Amtrak to operate the train
- Developed necessary contractual arrangements with Burlington Northern Santa Fe
- Drafted RFP and developed contractual arrangements with a public relations firm

Northstar Corridor Major Investment Study

- Provide overall project coordination and management of the consulting team performing the MIS
- Negotiate and interact with the Minnesota Department of Transportation and FTA
- Drafted RFP for consulting assistance, lead the consultant selection process and negotiated the work plan for the consultants

St. Paul Transportation Management Organization

- Provided consultation on the formation and organization of the St. Paul Transportation Management Organization
- Developed work plan, budget and a protocol for addressing financial and administrative issues
- Developed a process for evaluating the TMO's outcomes

East Metro Transit Facility

- Assisted with the planned relocation of the St. Paul Snelling Bus Garage
- Developed and implemented communication strategies to gain community and political support
- Managed the public participation process

Regional Transportation Management Center

- Facilitated a multi-jurisdictional consensus process to develop a concept design for the new Regional Transportation Management Center

Richardson, Richter & Associates, Inc.

Partial Client List

Anoka County, Minnesota

Light Rail Transit Joint Powers Board

Metropolitan Council Environmental Services

Minnesota Department of Transportation

Minnesota Office of Environmental Assistance

Minnesota Resource Recovery Association

Northstar Corridor Development Authority

Olmsted County, Minnesota

Region 5 Development Commission

Sherburne County, Minnesota

Solid Waste Management Coordinating Board

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegelberg
Authorized Signature

8/7/98
Date

Board Action Requested

Comprehensive Transportation and Transit
Plan for Ramsey County.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998
Board Date

Kristine A. Longhenry
Signature

8-11-98
Date

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

FUNCTIONAL CLASSIFICATION

Define issue and how it relates to the vision:

Roadways are classified according to their main function, whether it is providing mobility for through trips, or access to adjacent land. There are four classes of roadways within Ramsey County: principal arterials, minor arterials, collector streets and local streets. By 2003, due to the functional consolidation of roadways within Ramsey County, the majority of roadways on the County system will be high volume roadways providing a link between trunk highways and local routes. Because these roadways will emphasize mobility rather than land access, the majority of roadways under County jurisdiction must have a functional classification of minor arterial. This allows the County to maintain a level of continuity throughout its system through the utilization of uniform maintenance, design and construction standards.

The County vision encourages the County to be proactive in clarifying the consequences of travel decisions for the community. Because the County roadway system is designed to service medium to short trips (2-6 miles) at moderate speeds, it is important to ensure that the appropriate functional classification has been assigned. That functional classification is minor arterial. Informing the community of the purpose of each of the four classes of roadways allows the community to choose the best route and method of travel, thereby increasing traffic flow and efficiency for the community.

The County vision challenges the County to maximize all opportunities for grants and funding to offset taxpayer burden. County roadways classified as "A" minor arterials are eligible to compete for federal funding.

Existing conditions of issue:

Review the Ramsey County System Consolidation Map depicting the 2003 County roadway system as it will appear once the turn backs have been completed. List roadways that have a function of less than minor arterial so that they can be reclassified to function as minor arterials.

Expectations based on current trends:

The County anticipates some roadways requiring reclassification from collector to minor arterial.

What role does the County play in this issue?

As the County agency with jurisdiction over roadways, the Department of Public Works would be the agency charged with bringing these requests for changes in functional classification to the Metropolitan Council for approval.

What policy is/should be in place regarding this issue to make the County play the role it should play?

A policy that all roads under County jurisdiction must have a functional classification of minor arterial.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

JURISDICTION

Define issue and how it relates to the vision:

The Ramsey County Local Government Services Study Commission was created by legislature in 1991 to review the potential of consolidating certain government services in the best interest of residents. One major service area under consideration by the Commission was the consolidation of roadways within Ramsey County to provide the County with an area wide travel system. This study resulted in the transfer of 67.05 miles of roadway from Ramsey County to suburban municipalities; the designation of 28.23 additional miles of County State Aid Highways (CSAH) in St. Paul; and the turn back of a net increase of 39.26 miles of State trunk highways to Ramsey County.

Consolidating roadways within Ramsey County will improve overall service to County residents. Once functional consolidation has been completed, the County system will be more of a grid pattern, increasing maintenance and reconstruction efficiency. Smaller County roads turned back to municipalities will receive more funding under local control, and thus higher levels of service, as these roads will no longer be competing with higher priority roads for County funds.

The functional consolidation of roadways will be complete by 2003. At that time, Ramsey County will have a system of intermediate roadways which link municipalities within the County to one another and to the State trunk highway system. The majority of roadways under County jurisdiction will have a functional classification of minor arterial to promote mobility rather than land access. Municipalities will have jurisdiction over collector and local streets. Collector streets connect neighborhoods and minor business concentrations. There is equal emphasis on mobility and land access. Local streets connect residential neighborhood blocks as well as land parcels within commercial and industrial developments. The primary emphasis is on land access. The State of Minnesota will have jurisdiction over the metropolitan highway system which is made up of principal arterials, including interstate freeways. Emphasis is placed on mobility, and no direct land access should be allowed.

Completing functional consolidation corresponds to the County vision of a system which maximizes efficiency and provides for the efficient movement of goods, protecting the economic vitality of the community.

Existing conditions of the issue:

Ramsey County has been working with the Minnesota Department of Transportation, the municipalities of Ramsey County, and Anoka, Dakota, Hennepin and Washington counties toward the completion of this jurisdiction program. To date, 50% of the identified turn backs have been accomplished.

Expectations based on current trends:

The goal of Ramsey County is to have 75% of the turn backs completed by 2000, and the entire Functional Consolidation Plan completed by 2003.

What role does the County play in this issue?

Ramsey County is the lead agency charged with implementing the Functional Consolidation Plan. The Department of Public Works Transportation Improvement Program (TIP) identifies which roads are turning back each year.

Completing the Functional Consolidation Plan is also a component of the Performance Measurement Process utilized by the Department of Public Works. This process coordinates goals and measures accountability to ensure that the Functional Consolidation Plan will be achieved by 2003.

What policy is/should be in place regarding this issue to make the County play the role it should play?

The Functional Consolidation Plan was approved by the Ramsey County Board of Commissioners, the municipalities of Ramsey County and the Minnesota Department of Transportation in March, 1992.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

8/7/98
Date

Board Action Requested

Ratify Final Payment No. 8 in the amount of \$5,750.00 to SRF Consulting Group, Inc. for Professional Engineering Services for Riverview/Hiawatha Transitways.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of SRF Consulting Group, Inc. for the purpose of conducting a feasibility study of transit improvements in the Riverview Transit Corridor. Final payment in the amount of \$5,750.00 for retainage due will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R97-13. Payment documentation is being submitted for ratification in compliance with the latter.

Attachments are:

1. Proposed resolution ratifying payment
2. Accounts Payable form and Final Payment No. 8
3. SRF Consulting Group, Inc. Invoice No. 2765-8 and attachment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998

Board Date

[Signature]
Signature

8-11-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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

WHEREAS, SRF Consulting Group, Inc. has satisfactorily completed the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs; 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. 2765-8, Final Payment No. 8, and attachments thereto, provide the correct documentation of payments due SRF Consulting Group, Inc.; and

RESOLVED, Payment to SRF Consulting Group, Inc. in the amount of \$5,750.00 for retainage held is hereby ratified.

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

Rafael E. Ortega, Chairman

By: _____
Jan Wiessner, Secretary

RFRR467 .
BA354

Ramsey County
Budgeting and Accounting Dept.
Accounts Payable

Date: 08/04/1998
Time: 14:38

Claim Date: 08/04/1998

Charge To Department: REGIONAL RAILROAD AUTHORITY
Appropriation Item: CONSULTING SERVICES

Warrant No: _____

Claim No.	Date Paid	Rfc	Fund	Dept	Object	Amount
CAPA388		R97	591	59114	020102	\$ 5,750.00
					Total:	\$ 5,750.00

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

Check Stub: | INVOICE NO. 2765-8, DATED 7/6/98 |
| FILE NO. 0972765 RIVERVIEW/HIAWATHA TRANSITWAYS |
| |

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

Send To Address: |
|

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

Preparer's Signature

Kristine A. Longhenry

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

Authorized Signature

K. Spiegel

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Final Payment No. 8

Prepared By: _____

Project: Riverview Transit Corridor Study
Contract Agreement Number

Project Cost Center: R97 59114

Agreement No: PA 388

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

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

Account Number R97 59114 - 020102

Percent Completed: 100.0%

Total Value of Work Certified - (Date) Feb. 28, 1998

\$ 115,000.00

Less 5% Retainage

\$ -

Amount Due

\$ 115,000.00

Less Previously Approved Payments:

109,250.00

Allowable Payment for this Final:

\$ 5,750.00

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

8/2/98
Date

J. H. Spigelsberg
Director, RC Regional Railroad Planning

Previous Partial:	RCRRA & Others Share	HCRRA Share	Total
Partial Payment No. 1	\$ 790.67	\$ 302.66	\$ 1,093.33
Partial Payment No. 2	\$ 9,782.15	\$ 3,336.86	\$ 13,119.01
Partial Payment No. 3	\$ 21,026.96	\$ 4,634.88	\$ 25,661.84
Partial Payment No. 4	\$ 20,446.48	\$ 7,428.10	\$ 27,874.58
Partial Payment No. 5	\$ 22,715.70	\$ 5,176.25	\$ 27,891.95
Partial Payment No. 6	\$ 7,645.44	\$ 2,831.45	\$ 10,476.89
Partial Payment No. 7	\$ 1,635.93	\$ 1,496.47	\$ 3,132.40
Final Payment No. 8	\$ 4,423.31	\$ 1,326.69	\$ 5,750.00
Partial Payment Total:	\$ 88,466.64	\$ 26,533.36	\$ 115,000.00

Summary of Agreement

Original Agreement Amount:

\$ 115,000.00

Less Total Partial Payments

\$ 115,000.00

Amount Remaining on Agreement

\$ -

<u>SRF Summary of Billings</u>			
	This Billing	Past Billing	Total to Date
<u>HCRRA Cost Share</u>	\$ -	\$ 26,533.36	\$ 26,533.36
5% Retainage	\$ -	\$ -	\$ -
Amount Due	\$ -	\$ 26,533.36	\$ 26,533.36
<u>RCRRA, Saint Paul, MN Dot</u>			
<u>& Met Council Share</u>	\$ -	\$ 88,466.64	\$ 88,466.64
5% Retainage	\$ -	\$ -	\$ -
Amount Due	\$ -	\$ 88,466.64	\$ 88,466.64
<u>Total Billing</u>			
5% Retainage	\$ -	\$ -	\$ -
Amount Due	\$ -	\$ 115,000.00	\$ 115,000.00

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



INVOICE

Consulting Group, Inc.

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

(612) 475-0010

(612) 475-2429 FAX

Refer to File: 0972765

Invoice No: 2765-8

Invoice Date: 07/06/98

Period Ending: 02/28/98

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

FINAL INVOICE

re: RIVERVIEW / HIAWATHA TRANSITWAYS

5% Retainage Due

\$5,750.00
=====

297 59114-020102
W. 300

*OK to pay
RD*

BUDGET ACTIVITY THRU PERIOD ENDING FEBRUARY 28, 1998
 MONITORING REPORT - 0972765
 RIVERVIEW / HIAWATHA TRANSITWAYS

cc: C. Zimmer
 M. Cote

	BUDGET HOURS	BUDGET DOLLARS	CURRENT MONTH HOURS	CURRENT AMOUNT BILLED	TO DATE HOURS	TO DATE DOLLARS	TOTAL REMAINING HOURS	TOTAL REMAINING DOLLARS
1. Project Initiation/Data Collection/Basemapping	45.0	\$3,440	0.0	\$0	37.3	\$3,452	7.7	(\$12)
2. Develop Objectives/Evaluation Criteria	15.0	\$1,130	0.0	\$0	24.0	\$1,257	-9.0	(\$127)
3. Feasibility of Alignment Alternatives	265.0	\$19,050	0.0	\$0	368.3	\$28,316	-103.3	(\$9,266)
4. Define Transit Service Characteristics	235.0	\$16,685	0.0	\$0	279.2	\$21,096	-44.2	(\$4,411)
5. Hiawatha Corridor Forecasts	195.0	\$14,120	23.5	\$1,575	360.5	\$18,287	-165.5	(\$4,167)
6. Riverview Corridor Forecasts	440.0	\$28,900	0.0	\$0	352.5	\$21,464	87.5	\$7,436
7. Cost Estimates	50.0	\$3,980	9.0	\$900	72.5	\$6,957	-22.5	(\$2,977)
8. Evaluate Alternatives	140.0	\$10,215	0.0	\$0	223.5	\$11,655	-83.5	(\$1,440)
9. Determine Next Steps	35.0	\$2,850	0.0	\$0	4.0	\$440	31.0	\$2,410
10. Draft & Final Reports	180.0	\$12,630	12.0	\$674	12.6	\$705	167.4	\$11,925
 SUBTOTAL - SRF LABOR	 1600.0	 \$113,000	 44.5	 \$3,150	 1734.4	 \$113,630	 -134.4	 (\$630)
Direct Expenses		\$2,000		\$193		\$1,414		\$586
 TOTALS		 \$115,000		 \$3,343		 \$115,044		 (\$44)

Hiawatha Costs:

Task 1 - 25%	\$860	\$0	\$864	(\$4)
Task 4 - 35%	\$5,820	\$0	\$7,384	(\$1,564)
Task 5 - 100%	\$14,120	\$1,575	\$18,287	(\$4,167)
 Totals	 \$20,800	 \$1,575	 \$26,535	 (\$5,735)

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Spiegelberg
Authorized Signature

8/5/98
Date

Board Action Requested

Ratify quarterly report of payments for April 1 through June 30, 1998.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Van Houdt, dated July 7, 1998
 3. Budget Condition Report as of June 30, 1998

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 18, 1998

Board Date

Kristine A. Longuey
Signature

8-11-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period April 1, 1998 through June 30, 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.

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



Office of Budgeting and Accounting

James Van Houdt, Director

270 Court House
15 West Kellogg Boulevard
St. Paul, MN 55102

Tel: 612-266-8041

Fax: 612-266-8066

MEMORANDUM

TO: Terry Schutten, County Manager

FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting

DATE: July 7, 1998

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: April - June, 1998

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budgeting & Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period is:

59101 Regional Railroad Authority Administration	\$ 57,396.23
59109 Northeast Corridor Maintenance Kellogg to Beam	7,350.72
59112 Northeast Corridor Beam to No. County Line	1,561.24
59114 Riverview Corridor Transit Study	5,582.54
	<u>\$71,890.73</u>

We are attaching the following reports:

- A. Budget Condition Report as of June 30, 1998.
- B. Detail Disbursements for the period April through June, 1998.

JVH:TCO:tco
Attachments

cc: K. DeSpiegelaere, Director
Ramsey County Regional Railroad Authority Planning

PCT OF YEAR ELAPSED = 49.59

REC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	CONSULTING SERVICES							
--	49,253.25	3,658.80	31,340.20	45,594.45	14,254.25	0.00	5,746.75	7.43
020122	STATE AUDITOR							
--	2,100.00	1,134.50	0.00	965.50	965.50	0.00	0.00	54.02
020154	LEGISLATIVE REPRESENTATIVE							
--	35,000.00	10,415.00	14,585.00	24,585.00	10,000.00	0.00	0.00	29.76
020174	COUNTY ATTORNEY SERVICES							
--	3,329.00	0.00	0.00	3,329.00	3,329.00	0.00	0.00	
020176	COUNTY MANAGER-SERVICES							
--	2,000.00	0.00	0.00	2,000.00	2,000.00	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES							
--	6,000.00	0.00	0.00	6,000.00	6,000.00	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	12,580.54	1,557.76	0.00	11,022.78	11,022.78	3,580.54	0.00	12.38
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	121,458.47	37,418.64	0.00	84,039.83	84,039.83	0.00	8,695.53	30.81
020202	POSTAGE							
--	1,500.00	329.92	0.00	1,170.08	1,170.08	0.00	0.00	21.99
020207	TELEPHONE LONG DISTANCE CHARGES							
--	200.00	26.40	0.00	173.60	173.60	0.00	0.00	13.20
020208	TELEPHONE-LOCAL SERVICE							
--	2,100.00	319.20	0.00	1,780.80	1,780.80	0.00	0.00	15.20
020209	TELEPHONE-EQUIPMENT RENTAL							
--	200.00	0.00	0.00	200.00	200.00	0.00	0.00	
020217	PAGER SERVICES							
--	0.00	79.88	0.00	79.88CR	79.88CR	0.00	0.00	
020301	TRANSPORTATION ALLOWANCE							
--	1,600.00	456.79	0.00	1,143.21	1,143.21	0.00	0.00	28.55

Details

	Budget Hours	Budget Dollars	Hours Billed 8/31/97	Dollars Billed 8/31/97	Hours Billed 9/30/97	Dollars Billed 9/30/97	Hours Billed 10/31/97	Dollars Billed 10/31/97	Hours Billed 11/30/97	Dollars Billed 11/30/97	Hours Billed 12/31/97	Dollars Billed 12/31/97	Hours Billed 1/31/98	Dollars Billed 1/31/98	Hours Billed 2/28/98	Dollars Billed 2/28/98	To Date Hours	To Date Billed	Total Remaining Hours	Total Remaining Dollars
1. Project Initiation/Data Collection/Basemapping	45.0	3,440	8.0	880.00	15.3	1,525.59	13.0	986.69	1.0	59.46	0.0	-	0.0	-	0.0	-	37.3	3,451.74	7.7	(11.74)
2. Develop Objectives/Evaluation Criteria	15.0	1,130	0.0	-	10.0	632.36	9.5	379.82	4.5	244.62	0.0	-	0.0	-	0.0	-	24.0	1,256.80	(9.0)	(126.80)
3. Feasibility of Alignment Alternatives	265.0	19,050	0.0	-	55.0	3,911.93	136.5	11,142.97	130.3	10,793.39	0.0	-	46.5	2,468.59	0.0	-	368.3	28,316.88	(103.3)	(9,266.88)
4. Define Transit Service Characteristics	235.0	16,685	1.5	124.97	123.0	7,010.92	84.0	7,960.34	66.2	5,549.79	0.0	-	4.5	450.00	0.0	-	279.2	21,096.02	(44.2)	(4,411.02)
5. Hiawatha Corridor Forecasts	195.0	14,120	0.5	55.00	8.5	677.27	38.0	1,846.03	112.5	5,861.76	66.5	5,448.69	39.0	2,822.99	23.5	1,575.23	288.5	18,286.97	(93.5)	(4,166.97)
6. Riverview Corridor Forecasts	440.0	28,900	0.5	55.00	0.0	-	64.5	4,421.60	55.5	3,284.89	177.5	9,174.29	54.5	4,528.68	0.0	-	352.5	21,464.46	87.5	7,435.54
7. Cost Estimates	50.0	3,980	0.0	-	0.0	-	0.0	-	36.0	3,192.48	27.5	2,865.10	0.0	-	9.0	900.00	72.5	6,957.58	(22.5)	(2,977.58)
8. Evaluate Alternatives	140.0	10,215	0.0	-	0.0	-	0.0	-	0.0	-	222.0	11,506.08	1.5	149.08	0.0	-	223.5	11,655.16	(83.5)	(1,440.16)
9. Determine Next Steps	35.0	2,850	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	4.0	440.00	0.0	-	4.0	440.00	31.0	2,410.00
10. Draft & Final Reports	180.0	12,630	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.6	31.20	12.0	674.44	12.6	705.64	167.4	11,924.36
SUBTOTAL - SRF Labor	1600.0	113,000	10.5	1,114.97	211.8	13,758.07	345.5	26,737.45	406.0	28,986.39	493.5	28,994.16	150.6	10,890.54	44.5	3,149.67	1662.4	113,631.25	(62.4)	(631.25)
Direct Expenses		2,000		35.90		51.42		275.01		355.27		365.79		137.78		192.81		1,413.98		586.02
Adjustment for final payment																(45.23)		(45.23)		
Totals		115,000		1,150.87		13,809.49		27,012.46		29,341.66		29,359.95		11,028.32		3,297.25		115,000.00		(45.23)
Hiawatha Costs:																				
Task 1 - 25%		860		220.00		381.40		246.67		14.87		-		-		-		862.94		(2.94)
Task 4 - 35%		5,820		43.59		2,453.82		2,786.12		1,942.43		-		157.50		-		7,383.46		(1,563.73)
Task 5 - 100%		14,120		55.00		677.27		1,846.03		5,861.76		5,448.69		2,822.99		1,575.23		18,286.97		(4,166.97)
Totals		20,800		318.59		3,512.49		4,878.82		7,819.05		5,448.69		2,980.49		1,575.23		26,533.36		(5,733.63)

Details

	Budget Hours	Budget Dollars	Hours Billed 8/31/97	Dollars Billed 8/31/97	Hours Billed 9/30/97	Dollars Billed 9/30/97	Hours Billed 10/31/97	Dollars Billed 10/31/97	Hours Billed 11/30/97	Dollars Billed 11/30/97	Hours Billed 12/31/97	Dollars Billed 12/31/97	Hours Billed 1/31/98	Dollars Billed 1/31/98	Hours Billed 2/28/98	Dollars Billed 2/28/98	To Date Hours	To Date Billed	Total Remaining Hours	Total Remaining Dollars
1. Project Initiation/Data Collection/Basemapping	45.0	3,440	8.0	880.00	15.3	1,525.59	13.0	986.69	1.0	59.46	0.0	-	0.0	-	0.0	-	37.3	3,451.74	7.7	(11.74)
2. Develop Objectives/Evaluation Criteria	15.0	1,130	0.0	-	10.0	632.36	9.5	379.82	4.5	244.62	0.0	-	0.0	-	0.0	-	24.0	1,256.80	(9.0)	(126.80)
3. Feasibility of Alignment Alternatives	265.0	19,050	0.0	-	55.0	3,911.93	136.5	11,142.97	130.3	10,793.39	0.0	-	46.5	2,468.59	0.0	-	368.3	28,316.88	(103.3)	(9,266.88)
4. Define Transit Service Characteristics	235.0	16,685	1.5	124.97	123.0	7,010.92	84.0	7,960.34	66.2	5,549.79	0.0	-	4.5	450.00	0.0	-	279.2	21,096.02	(44.2)	(4,411.02)
5. Hiawatha Corridor Forecasts	195.0	14,120	0.5	55.00	8.5	677.27	38.0	1,846.03	112.5	5,861.76	66.5	5,448.69	39.0	2,822.99	23.5	1,575.23	288.5	18,286.97	(93.5)	(4,166.97)
6. Riverview Corridor Forecasts	440.0	28,900	0.5	55.00	0.0	-	64.5	4,421.60	55.5	3,284.89	177.5	9,174.29	54.5	4,528.68	0.0	-	352.5	21,464.46	87.5	7,435.54
7. Cost Estimates	50.0	3,980	0.0	-	0.0	-	0.0	-	36.0	3,192.48	27.5	2,865.10	0.0	-	9.0	900.00	72.5	6,957.58	(22.5)	(2,977.58)
8. Evaluate Alternatives	140.0	10,215	0.0	-	0.0	-	0.0	-	0.0	-	222.0	11,506.08	1.5	149.08	0.0	-	223.5	11,655.16	(83.5)	(1,440.16)
9. Determine Next Steps	35.0	2,850	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	4.0	440.00	0.0	-	4.0	440.00	31.0	2,410.00
10. Draft & Final Reports	180.0	12,630	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.6	31.20	12.0	674.44	12.6	705.64	167.4	11,924.36
SUBTOTAL - SRF Labor	1600.0	113,000	10.5	1,114.97	211.8	13,758.07	345.5	26,737.45	406.0	28,986.39	493.5	28,994.16	150.6	10,890.54	44.5	3,149.67	1662.4	113,631.25	(62.4)	(631.25)
Direct Expenses		2,000		35.90		51.42		275.01		355.27		365.79		137.78		192.81		1,413.98		586.02
Adjustment for final payment																(45.23)		(45.23)		
Totals		<u>115,000</u>		<u>1,150.87</u>		<u>13,809.49</u>		<u>27,012.46</u>		<u>29,341.66</u>		<u>29,359.95</u>		<u>11,028.32</u>		<u>3,297.25</u>		<u>115,000.00</u>		<u>(45.23)</u>
Hiawatha Costs:																				
Task 1 - 25%		860		220.00		381.40		246.67		14.87		-		-		-		862.94		(2.94)
Task 4 - 35%		5,820		43.59		2,453.82		2,786.12		1,942.43		-		157.50		-		7,383.46		(1,563.73)
Task 5 - 100%		14,120		55.00		677.27		1,846.03		5,861.76		5,448.69		2,822.99		1,575.23		18,286.97		(4,166.97)
Totals		<u>20,800</u>		<u>318.59</u>		<u>3,512.49</u>		<u>4,878.82</u>		<u>7,819.05</u>		<u>5,448.69</u>		<u>2,980.49</u>		<u>1,575.23</u>		<u>26,533.36</u>		<u>(5,733.63)</u>

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
020305	MESSENGER SERVICE 850.00	96.75	0.00	753.25	753.25	0.00	0.00	11.38
020402	ADVERTISING & PROMOTION 0.00	26.03	0.00	26.03CR	26.03CR	0.00	0.00	
020501	PRINTING & STATIONERY 5,000.00	2,285.89	0.00	2,714.11	2,714.11	0.00	0.00	45.72
020611	LIABILITY & PROPERTY DAMAGE 850.00	0.00	0.00	850.00	850.00	0.00	0.00	
020803	EQUIPMENT & MACHINERY REPAIRS 2,000.00	443.98	0.00	1,556.02	1,556.02	0.00	0.00	22.20
020906	BUILDINGS & OFFICE SPACE 12,883.00	6,336.00	0.00	6,547.00	6,547.00	0.00	0.00	49.18
020909	PARKING SPACE 800.00	387.29	0.00	412.71	412.71	0.00	0.00	48.41
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS 500.00	65.00	0.00	435.00	435.00	0.00	0.00	13.00
021134	TUITION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021180	EMPLOYEE DEVELOPMENT 500.00	0.00	0.00	500.00	500.00	0.00	0.00	
021401	MEMBERSHIP & DUES 500.00	780.00	0.00	280.00CR	280.00CR	0.00	0.00	156.00
021403	CONFERENCE & SEMINAR EXPENSES 10,263.00	10,908.83	0.00	645.83CR	645.83CR	0.00	0.00	106.29
021407	OTHER TRAVEL 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 200.00	0.00	0.00	200.00	200.00	0.00	0.00	

PCT OF YEAR ELAPSED = 49.59

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
	CED MEETING EXPENSES ACCOUNT							
021409	2,950.00	279.35	0.00	2,670.65	2,670.65	0.00	50.00	9.47
	TRANSIT JOINT POWERS							
022213	20,000.00	19,670.00	0.00	330.00	330.00	0.00	0.00	98.35
TOTL 02	305,617.26	96,676.01	45,925.20	208,941.25	163,016.05	3,580.54	14,492.28	31.63
	OFFICE SUPPLIES							
030101	2,800.00	268.00	0.00	2,532.00	2,532.00	0.00	0.00	9.57
	COMPUTER OPERATING SUPPLIES							
030201	1,000.00	186.68	0.00	813.32	813.32	0.00	0.00	18.67
TOTL 03	3,800.00	454.68	0.00	3,345.32	3,345.32	0.00	0.00	11.97
	OFFICE FURNITURE AND EQUIPMENT							
040303	800.00	0.00	0.00	800.00	800.00	0.00	0.00	
	COMMUNICATIONS EQUIPMENT							
040306	2,166.21	0.00	0.00	2,166.21	2,166.21	2,166.21	0.00	
CURR ORG-TOT	312,383.47	97,130.69	45,925.20	215,252.78	169,327.58	5,746.75	14,492.28	31.09

PCT OF YEAR ELAPSED = 49.59

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R97 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	46,590.17	46,590.17	0.00	0.00	0.00	0.00	17,296.49	100.00	
ORG-TOT	358,973.64	143,720.86	45,925.20	215,252.78	169,327.58	5,746.75	31,788.77	40.04	

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RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	CONSULTING SERVICES	75,637.68	0.00	0.00	75,637.68	75,637.68	0.00	0.00
020174	COUNTY ATTORNEY SERVICES	4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00
020176	COUNTY MANAGER-SERVICES	1,134.14	0.00	0.00	1,134.14	1,134.14	0.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00
020185	DATA PROCESSING SERVICES-MTCE	78.92	0.00	0.00	78.92	78.92	0.00	0.00
020193	COUNTY PROJECT MANAGEMENT SERVICES	17,223.70	0.00	0.00	17,223.70	17,223.70	0.00	0.00
020194	PUBLIC INFORMATION SERVICES	1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00
020202	POSTAGE	10.98	0.00	0.00	10.98	10.98	0.00	0.00
020305	MESSENGER SERVICE	49.05	0.00	0.00	49.05	49.05	0.00	0.00
020401	PUBLISHING MINUTES & NOTICES	179.90	0.00	0.00	179.90	179.90	0.00	0.00
020501	PRINTING & STATIONERY	12.11	0.00	0.00	12.11	12.11	0.00	0.00
021226	COMMITTEE COMPENSATION	100.00	0.00	0.00	100.00	100.00	0.00	0.00
021407	OTHER TRAVEL	0.36	0.00	0.00	0.36	0.36	0.00	0.00
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	0.27	0.00	0.00	0.27	0.27	0.00	0.00
TOTL 02		100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00
ORG-TOT		100,959.02	0.00	0.00	100,959.02	100,959.02	0.00	0.00

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES							
--	512,086.61	0.00	0.00	512,086.61	512,086.61	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES							
--	46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
020176	COUNTY MANAGER-SERVICES							
--	2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES							
--	9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	494.91	0.00	0.00	494.91	494.91	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	72,796.15	0.00	0.00	72,796.15	72,796.15	0.00	0.00	
020202	POSTAGE							
--	3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES							
--	3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
020501	PRINTING & STATIONERY							
--	9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
021226	COMMITTEE COMPENSATION							
--	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL							
--	10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE							
--	915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	674,596.59	0.00	0.00	674,596.59	674,596.59	0.00	0.00	
ORG-TOT	674,596.59	0.00	0.00	674,596.59	674,596.59	0.00	0.00	

PCT OF YEAR ELAPSED = 49.59

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
020174	COUNTY ATTORNEY SERVICES 151.61	0.00	0.00	151.61	151.61	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 163.92	0.00	0.00	163.92	163.92	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTGE 329.96	0.00	0.00	329.96	329.96	0.00	0.00	
020192	SURVEYING SERVICE 95.63	0.00	0.00	95.63	95.63	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 3,608.31	0.00	0.00	3,608.31	3,608.31	0.00	0.00	
020202	POSTAGE 96.05	0.00	0.00	96.05	96.05	0.00	0.00	
TOTL 02	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	
ORG-TOT	5,789.72	0.00	0.00	5,789.72	5,789.72	0.00	0.00	

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59108	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 1,416.40	0.00	0.00	1,416.40	1,416.40	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES 0.55	0.00	0.00	0.55	0.55	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 66.45	0.00	0.00	66.45	66.45	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 197.97	0.00	0.00	197.97	197.97	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 114.58	0.00	0.00	114.58	114.58	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 263.24	0.00	0.00	263.24	263.24	0.00	0.00	
020202	POSTAGE 5.43	0.00	0.00	5.43	5.43	0.00	0.00	
020305	MESSENGER SERVICE 25.00	0.00	0.00	25.00	25.00	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 8.57	0.00	0.00	8.57	8.57	0.00	0.00	
020501	PRINTING & STATIONERY 81.88	0.00	0.00	81.88	81.88	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
ORG-TOT	2,380.07	0.00	0.00	2,380.07	2,380.07	0.00	0.00	

RFC

FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	31,740.00	12,359.34	0.00	19,380.66	19,380.66	22,000.00	0.00	38.94
	IMPROVEMENTS OTHER THAN BUILDINGS							
020802	11,131.00	0.00	0.00	11,131.00	11,131.00	0.00	0.00	
	GROUNDS-REPAIRS							
020804	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
	ASSESSMENTS							
021131	5,000.00	0.00	0.00	5,000.00	5,000.00	0.00	0.00	
CURR ORG-TOT	50,871.00	12,359.34	0.00	38,511.66	38,511.66	22,000.00	0.00	24.30

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R97 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE								
000000	5,682.02	3,952.52	1,729.50	1,729.50	0.00	0.00	14,628.30	69.56	
ORG-TOT	56,553.02	16,311.86	1,729.50	40,241.16	38,511.66	22,000.00	14,628.30	28.84	

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RFC

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	- BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59112	NE CORRIDOR BEAM TO N CO LINE							
020102	CONSULTING SERVICES 3,340.00	0.00	0.00	3,340.00	3,340.00	3,240.00	0.00	
020192	SURVEYING SERVICE 51,132.76	29,450.00	0.00	21,682.76	21,682.76	0.00	250.00	57.60
020193	COUNTY PROJECT MANAGEMENT SERVICES 4,297.22	3,409.75	0.00	887.47	887.47	0.00	22,000.00	79.35
020804	GROUNDS-REPAIRS 30,000.00	0.00	0.00	30,000.00	30,000.00	0.00	0.00	
021205	LICENSING FEE 250.00	250.00	0.00	0.00	0.00	250.00	0.00	100.00
030507	SIGNS & SIGN REPAIRS 13,253.75	0.00	0.00	13,253.75	13,253.75	0.00	3,240.00	
040103	LAND ACQUISITION-RIGHT OF WAY 2,000,000.00	0.00	0.00	2,000,000.00	2,000,000.00	0.00	0.00	
ORG-TOT	2,102,273.73	33,109.75	0.00	2,069,163.98	2,069,163.98	3,490.00	25,490.00	1.57

RFC

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
59114	RIVERVIEW TRANSIT CORRIDOR STUDY								
	COUNTY PROJECT MANAGEMENT SERVICES								
020193	8,695.53	8,695.53	0.00	0.00	0.00	8,695.53	0.00	100.00	
	CED MEETING EXPENSES ACCOUNT								
021409	50.00	50.00	0.00	0.00	0.00	50.00	0.00	100.00	
CURR ORG-TOT	8,745.53	8,745.53	0.00	0.00	0.00	8,745.53	0.00	100.00	

PCT OF YEAR ELAPSED = 49.59

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R97 59114	RIVERVIEW TRANSIT CORRIDOR STUDY							
000000	84,322.65	78,572.65	5,750.00	5,750.00	0.00	85,525.82	1,203.17	93.18
ORG-TOT	93,068.18	87,318.18	5,750.00	5,750.00	0.00	94,271.35	1,203.17	93.82
ACT-TOT	3,394,593.97	280,460.65	53,404.70	3,114,133.32	3,060,728.62	125,508.10	73,110.24	8.26
5 FC	3,394,593.97	280,460.65	53,404.70	3,114,133.32	3,060,728.62	125,508.10	73,110.24	8.26
FUND CURR TOT	3,257,999.13	151,345.31	45,925.20	3,106,653.82	3,060,728.62	39,982.28	39,982.28	4.65
FUND R97 TOT	136,594.84	129,115.34	7,479.50	7,479.50	0.00	85,525.82	33,127.96	94.52
FUND TOTAL	3,394,593.97	280,460.65	53,404.70	3,114,133.32	3,060,728.62	125,508.10	73,110.24	8.26

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		020102	CONSULTING SERVICES						
	59101	020102	CA	PA634	062398	00180845	2,091.50	STEVENS	KENNETH
			CA	PA635	062398	00180846	1,567.30	GOFF AND HOWARD INC.	
		020102					3,658.80		
		020122	STATE AUDITOR						
	59101	020122	CA	91329	062398	00180143	1,134.50	MINNESOTA STATE AUDITORS	
		020122					1,134.50		
		020154	LEGISLATIVE REPRESENTATIVE						
	59101	020154	CA	PA565	050898	00166608	2,083.00	LOCKRIDGE GRINDAL NAUEN	
			CA	PA565	060298	00173484	2,083.00	LOCKRIDGE GRINDAL NAUEN	
			CA	PA565	062398	00180847	2,083.00	LOCKRIDGE GRINDAL NAUEN	
		020154					6,249.00		
		020185	DATA PROCESSING SERVICES-MTCE						
R97	59101	020185	IC	86710	042498	00161403	251.37	IC TRNSF PMT 574 57401	301385 C08077 01
			IC	86710A	042498	00161403	4,283.78	IC TRNSF PMT 574 57401	301385 C08077 01
			IC	88908	052298	00170013	201.97	IC TRNSF PMT 574 57401	301385 C08161 01
			IC	91445	061998	00178403	890.89	IC TRNSF PMT 574 57401	301385 C08228 01
		020185					5,628.01		
		020193	COUNTY PROJECT MANAGEMENT SERVICES						
	59101	020193	IC	85333	040398	00154436	367.10	IC TRNSF PMT 400 47101	300418 B04490 01
			IC	85333A	040398	00154436	11.00	IC TRNSF PMT 400 47101	300166 B04490 02
			IC	85334	040398	00154436	1,444.67	IC TRNSF PMT 400 47101	300418 B04489 01
			IC	85334A	040398	00154436	43.07	IC TRNSF PMT 400 47101	300166 B04489 02
			IC	85339	040398	00154436	5,490.51	IC TRNSF PMT 400 47101	300434 B04485 01
			IC	85339A	040398	00154436	164.76	IC TRNSF PMT 400 47101	300434 B04485 02
			IC	86931	042498	00161403	8,298.00	IC TRNSF PMT 400 47101	300434 B04501 01
			IC	86931A	042498	00161403	249.00	IC TRNSF PMT 400 47101	300166 B04501 02
			IC	86934	042498	00161403	1,954.26	IC TRNSF PMT 400 47101	300418 B04502 01
			IC	86934A	042498	00161403	58.26	IC TRNSF PMT 400 47101	300166 B04502 02
			IC	88024	050898	00165483	995.76	IC TRNSF PMT 400 47101	300434 B04500 01
			IC	88024A	050898	00165483	29.88	IC TRNSF PMT 400 47101	300166 B04500 02
			IC	90263	060598	00173580	442.56	IC TRNSF PMT 400 47101	300434 B04539 01

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59101	020193	IC	90263A	060598	00173580		13.28	IC TRNSF PMT 400 47101	300166 B04539 02
		IC	90264	060598	00173580		8,394.81	IC TRNSF PMT 400 47101	300434 B04538 01
		IC	90264A	060598	00173580		251.91	IC TRNSF PMT 400 47101	300166 B04538 02
		IC	90267	060598	00173580		1,469.41	IC TRNSF PMT 400 47101	300418 B04537 01
		IC	90267A	060598	00173580		43.81	IC TRNSF PMT 400 47101	300166 B04537 02
		IC	90372	060598	00173580		256.97	IC TRNSF PMT 400 47101	300418 B04541 01
		IC	90372A	060598	00173580		7.70	IC TRNSF PMT 400 47101	300166 B04541 02
	020193								29,986.72
	020202	POSTAGE							
59101	020202	CA	69388	051598	00168622		2.52	DESPIEGELAERE-PETTY CASH	KATHRYN
		IC	86543	042498	00161403		155.63	IC TRNSF PMT 521 52104	350323 W03641 01
		IC	89848	060598	00173580		51.09	IC TRNSF PMT 521 52104	350323 W03681 01
		IC	90704	061998	00178403		40.66	IC TRNSF PMT 521 52104	350323 W03714 01
	020202								249.90
	020207	TELEPHONE LONG DISTANCE CHARGES							
59101	020207	IC	87196	042498	00161403		12.54	IC TRNSF PMT 578 57801	301601 Y02947 02
		IC	88292	051598	00167756		13.86	IC TRNSF PMT 578 57801	301601 Y03006 02
	020207								26.40
	020208	TELEPHONE-LOCAL SERVICE							
59101	020208	IC	87196A	042498	00161403		159.60	IC TRNSF PMT 578 57801	301602 Y02947 01
		IC	88292A	051598	00167756		159.60	IC TRNSF PMT 578 57801	301602 Y03006 01
	020208								319.20
	020217	PAGER SERVICES							
59101	020217	CA	85447	041098	00156914		79.88	ST PAUL FINANCE/TREASURY DIV	
	020217								79.88
	020301	TRANSPORTATION ALLOWANCE							
59101	020301	MC	066902	041498	00159025		79.30	BODIN	DENNIS
		MC	067322	041798	00160305		60.45	DESPIEGELAERE	KATHRYN
		MC	067323	041798	00160305		76.90	DESPIEGELAERE	KATHRYN
		MC	067324	041798	00160305		84.15	DESPIEGELAERE	KATHRYN
		MC	069738	051998	00169947		47.77	BODIN	DENNIS

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		020301		348.57				
		020305	MESSENGER SERVICE					
59101	020305	CA	88225	051298	00167681	72.65	ROADRUNNER TRANSPORTATION INC	
		CA	88905	051998	00169948	8.00	ROADRUNNER TRANSPORTATION INC	
		CA	89329	060298	00172604	5.00	ROADRUNNER TRANSPORTATION INC	
		020305		85.65				
		020501	PRINTING & STATIONERY					
59101	020501	CA	87824	050898	00165524	989.46	ST PAUL CITY OF FIN/TREAS DIV	
		CA	87870	050898	00165524	425.60	ST PAUL CITY OF FIN/TREAS DIV	
		020501		1,415.06				
		020803	EQUIPMENT & MACHINERY REPAIRS					
59101	020803	PV	028835	041098	00156912	318.98	IKON OFFICE SOLUTIONS	
		CA	90709	062398	00180848	125.00	DIGITAL EQUIPMENT CORPORATION	
		020803		443.98				
		020906	BUILDINGS & OFFICE SPACE					
59101	020906	IC	86630	042498	00161403	2,841.00	IC TRNSF PMT 576 57601	360513 Y01313 01
		IC	86630A	042498	00161403	327.00	IC TRNSF PMT,576 57604	360513 Y01313 02
		020906		3,168.00				
		020909	PARKING SPACE					
59101	020909	IC	10936M	052298	00170013	40.00	IC TRNSF PMT 576 57601	360205
		CA	67838N	042498	00161464	40.00	RAMSEY CO PROP RECORDS & REV	
		CA	88016	050898	00166609	37.45	IMPERIAL PARKING INC.	
		CA	89878	060298	00173485	37.45	IMPERIAL PARKING INC.	
		020909		154.90				
		021401	MEMBERSHIP & DUES					
59101	021401	CA	90108	060298	00173486	780.00	AMERICAN PUBLIC TRANSIT ASSOC	
		021401		780.00				

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		021403	CONFERENCE & SEMINAR EXPENSES						
59101	021403	CA	66704	041098	00158070		182.46	ORTEGA	RAFAEL E
		CA	70515	060298	00173487		908.00	DESPIEGELAERE	KATHRYN
		CA	87030	042498	00162572		105.00	UNIVERSITY-OF-MINNESOTA	
		CA	87316	050598	00165421		50.00	ST. PAUL RIVERFRONT CORP	
		CA	87808	050598	00165422		490.00	AMERICAN PUBLIC TRANSIT ASSOC	
		CA	88017	050898	00166610		550.00	AMERICAN PUBLIC TRANSIT ASSOC	
		CA	88023	051598	00167814		334.00	TRAVEL ASSOC OF CARRIAGE HILL	
		CA	88203	051598	00167814		513.00	TRAVEL ASSOC OF CARRIAGE HILL	
		CA	88221	051298	00167682		25.00	UNIVERSITY OF MINNESOTA	
		CA	90571	061298	00177182		75.00	TRAVEL ASSOC OF CARRIAGE HILL	
		021403	3,232.46						
		021409	CED MEETING EXPENSES ACCOUNT						
59101	021409	CA	83952	040398	00155580		25.00	STEINBERG	TIM
		CA	88025	050898	00166611		21.00	DESPIEGELAERE	KATHRYN
		CA	88202	050898	00166611		36.17	DESPIEGELAERE	KATHRYN
		CA	88906	051998	00169949		33.68	DESPIEGELAERE	KATHRYN
		CA	90423	060998	00175699		26.56	DESPIEGELAERE	KATHRYN
		CA	90832	062398	00180849		97.93	PROM CATERING	
		021409	240.34						
		030101	OFFICE SUPPLIES						
59101	030101	PV	029448	042498	00161443		25.98	GENERAL OFFICE PROD CO-8	
		PV	030486	051998	00169105		28.65	GENERAL OFFICE PROD CO-8	
		CA	69388A	051598	00168622		5.74	DESPIEGELAERE-PETTY CASH	KATHRYN
		030101	60.37						
		030201	COMPUTER OPERATING SUPPLIES						
59101	030201	CA	89341	060298	00173488		134.49	IKON OFFICE SOLUTIONS	
		030201	134.49						

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57,396.23

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NORTHEAST CORRIDOR MAINT

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NORTHEAST CORRIDOR MAINT								
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59109	020193	IC	85343	040398	00154436		2,315.93	IC TRNSF PMT 400 47109 300418 B04484 01
		IC	85343A	040398	00154436		175.54	IC TRNSF PMT 400 47109 300418 B04484 02
		IC	86925A	042498	00161403		185.50	IC TRNSF PMT 400 47101 300418 B04499 02
		IC	86925R	052298	00170013		2,447.33	IC TRNSF PMT 591 47109 300418 B04499 01
		IC	90268	060598	00173580		2,069.55	IC TRNSF PMT 400 47109 300418 B04536 01
		IC	90268A	060598	00173580		156.87	IC TRNSF PMT 400 47109 300166 B04536 02
	020193						7,350.72	
NORTHEAST CORRIDOR MAINT						7,350.72		

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NE CORRIDOR BEAM TO N CNTY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NE CORRIDOR BEAM TO N CNTY								
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59112	020193	IC	85336	040398	00154436		877.79	IC TRNSF PMT 400 47110 300418 B04488 01
		IC	85336A	040398	00154436		26.23	IC TRNSF PMT 400 47110 300166 B04488 02
		IC	85355	040398	00154436		197.10	IC TRNSF PMT 400 47109 300418 B04483 01
		IC	85355A	040398	00154436		14.94	IC TRNSF PMT 400 47109 300166 B04483 02
		IC	86907	042498	00161403		65.70	IC TRNSF PMT 400 47109 300418 B04498 01
		IC	86907A	042498	00161403		4.98	IC TRNSF PMT 400 47101 300166 B04498 02
		IC	90269	060598	00173580		65.70	IC TRNSF PMT 400 47109 300418 B04535 01
		IC	90269A	060598	00173580		4.98	IC TRNSF PMT 400 47101 300166 B04535 02
		IC	90370	060598	00173580		295.00	IC TRNSF PMT 400 47110 300418 B04540 01
		IC	90370A	060598	00173580		8.82	IC TRNSF PMT 400 47101 300166 B04540 02
	020193						1,561.24	

NE CORRIDOR BEAM TO N CNTY 1,561.24

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RIVERVIEW TRANSIT CORR STDY

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RIVERVIEW TRANSIT CORR STDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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FUND 591 TOTAL							71,890.73	
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