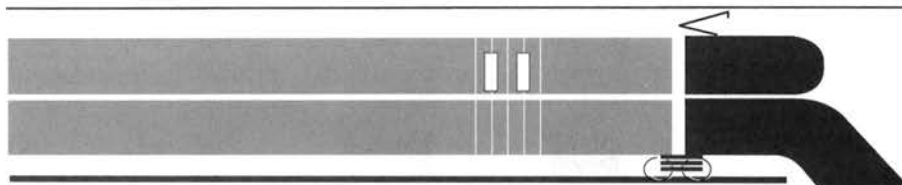




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

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

Agenda

Regional Railroad Authority Meeting

November 17, 1998

Immediately following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve Minutes of October 13, 1998 meeting
2. Comprehensive Transportation and Transit Plan
 - Surface Water Management Roles
 - Trucks
 - Aviation
 - Railroads
 - Bicycle/Pedestrian
3. Update on activities:
 - St. Paul Transit Vision Advisory Task Force
 - Mn/DOT Commuter Rail Study
 - Riverview Corridor
 - Red Rock Corridor
 - Rush Line Corridor
 - Access to Jobs
4. Resolution of support for Rush Line activities
5. Ratify quarterly report of payments for July 1 through September 30, 1998

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 13, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, October 13, 1998, in Council Chambers, 3rd Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Dino Guerin
Commissioner Susan Haigh (arrived at 2:00)
Commissioner Victoria Reinhardt (arrived at 1:57)
Commissioner Janice Rettman
Commissioner Jan Wiessner (arrived at 1:57)

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Art Leahy, Tom Oertel, Bonnie Jackelen, Tim Mayasich, Cyndy MacLeod, Jim Van Houdt, Lisa Lee, Kris Longhenry

Chairman Ortega called the meeting to order at 1:55 p.m.

1. Approve Minutes of the Meeting of August 18, 1998.

Motion by Commissioner Guerin, seconded by Commissioner Rettman to accept the minutes from the August 18, 1998 RCRA meeting.

Ayes - 4, Nays - 0
Motion accepted.

2. Presentation by Art Leahy, General Manager, Metro Transit.

Commissioner Ortega introduced Art Leahy. He commented that Art has been the General Manager for Metro Transit since 1997 and is one of the three co-Chairs for the newly formed St. Paul Transit Vision Task Force. Commissioner Ortega stated that he shares an interest in improved transit with Art Leahy and credited the improved service to Art.

[Commissioners Reinhardt, Wiessner and Haigh arrived at this time]

Art Leahy presented information on Metro Transit. Some of the details mentioned included:

- Metro Transit is the 16th largest bus fleet in the U.S.
- 225,000 riders/day and that number is increasing
- there is a normal age distribution of riders with the majority being age 25-54
- 80% of trips are to/from work which allows an economic contribution to the economic vitality of the Twin Cities
- many riders earn over \$50,000/year
- there is a high farebox return - users pay a high percentage of the cost, which shows the taxpayer pays less
- there are more boardings per hour than many other equally sized cities in the U.S.

Art commented that rail transit is exciting and has the prospect of redefining public transit in a city, but buses are the backbone of a transit system. Metro Transit has a commitment to excellence with transit service and hopes to raise expectations of the transit system as well as managers of public service.

Art highlighted some 1998 achievements that included:

- 15 different St. Paul/Ramsey County bus lines improved (more service to non-peak periods, weekends and owl services added)
- 6% more service added this year
- 1999 proposed budget has no fare increases, but retains service improvements
- 5% ridership growth over last year
- 30% more ridership over last year at the Minnesota State Fair (1 in 6 attendees rode the bus, new lots and more frequency)
- round trip transfers welcomed
- Metropass (employers help subsidize passes of employees - two successful contracts so far with American Express and TKDA)
- repainting 173 buses this year, studying of paint formula to look shinier and more durable, more stainless steel so less damage to buses)
- night owl service started up in July
- bike racks on buses are being tested
- help out schools, airport and State Fair in need when private bus companies don't work out
- garage replacement proposal in progress (Cayuga/University)
- testing of smaller and larger buses
- training bus operators and employees on customer relations (first ever, well received)
- 4% above state mandated ridership target

Art explained that if there wasn't a bus system in the metro area, there would be 60,000+ additional vehicles on the road and there would be a need to construct 300 additional miles of road to obtain the level of mobility as we have today. He commented that Minneapolis would need about 30,000+ parking places at \$15,000 each.

Art believes that the system has been improving and will even be improved more next year. There are, however, some serious challenges. The population is growing, the economy is robust, and planners estimate 2/3 million passengers will be added in the next 20 years.

Commissioner Ortega asked how to respond to outstate legislators when they ask about empty buses running.

Art answered that transportation systems need to be built to carry the maximum amount of passengers any time of day even though many times they aren't in use. The same logic applies to roads.

Commissioner Rettman thanked Commissioner Ortega and Art for meeting regularly. She commented that she was upset with Metro Transit when service was cut, but is now happy that it's meeting the needs of those that need it. She stated that rail is useless without a good bus system. She also remarked that the new garage site has been a difficult process and is pleased that Metro Transit is sending the message that they are working with the neighborhoods and riders.

Commissioner Haigh said that she is also pleased with Metro Transit working with the neighborhoods on the garage site and commented that Art's presentation dispelled myths about Metro Transit.

Commissioner Wiessner stated that there are many wrong public perceptions about Metro Transit and painting buses, nice bus shelters, bike racks and park and ride facilities will help change public perception.

Art commented that Metro Transit needs to stretch itself and is confident that it can run a better transit system.

Commissioner Ortega asked where things stand with the different buses.

Art answered that a request for \$120 million includes a menu of service enhancements and some of those may be used with small buses. He also said that there are three sector studies in progress: one with St. Paul; one with Minneapolis; and one with three western suburbs. These studies declare a blank map and ask how would we build the system today with existing resources. The goal of this is to run better services and different size buses may be most appropriate.

3. Approve budget adjustment in the amount of \$1,437,500.00.

Kathy DeSpiegelaere explained that this item is a budget adjustment that funds item #4. It includes federal funds that pays for the consultant contract plus a 20% match required for federal funds.

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to approve the budget adjustment in the amount of \$1,437,500.00.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, The Riverview Corridor Major Investment Study has received a federal grant in the amount of \$1,150,000 which requires a non federal match of \$287,500 for a total of \$1,437,500; and

WHEREAS, Ramsey County Regional Railroad Authority be Resolution R98-19 approved an agreement with the Minnesota Department of Transportation to access the federal funds; and

WHEREAS, Previous unexpended state grants to Ramsey County Regional Railroad Authority may be used for 50% (\$143,750) of the nonfederal match; and

WHEREAS, Ramsey County Regional Railroad Authority levied funds in previous years to match the state grants and has \$143,750 (50% of \$287,500) available to match the state grant; and Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustment in the amount of \$1,437,500.

4. Approve the contract with Parsons Brinckerhoff Quade & Douglas, Inc. in the amount of \$1,149,505 for Riverview Corridor Major Investment Study and authorize the Chair to execute the contract

Kathy DeSpiegelaere stated that the Major Investment Study is a federal process that examines major transportation improvements within a specific geographic area. In this case, it's the Riverview Corridor. The improvements being examined include improved bus service and light rail transit. The focus is what can be done now and in the future. Another emphasis in the study is land use and linking it to transit. There are 250 acres with the potential for redevelopment in the corridor.

Commissioner Guerin asked where this corridor would cross the river and how much it would cost.

Kathy DeSpiegelaere responded that the recommendation in the Phase I study of the Riverview Corridor is to concentrate study of the transitway river crossing on the existing T.H.5/Seventh Street bridge. She commented that the MIS study will determine a cost. Other bridges were studied and weren't recommended as good choices.

Commissioner Guerin raised concerns on the funding of light rail for Hiawatha and the cost of the T.H.5/Seventh Street bridge crossing.

Commissioner Ortega responded that the MIS study is for mass transit improvements short term and long term.

Kathy DeSpiegelaere stated that the outcome of the study may or may not be light rail. One alternative is Transportation System Management. This includes improvements to the existing bus system.

Commissioner Haigh commented that she sees this study as an investment to finding out what this corridor is and where should it be. She stated the if Ramsey County doesn't have a corresponding transit system, it won't sit well with the taxpayers. She asked for clarification on the budget adjustment and how will the RCRRA be updated on this study.

Kathy DeSpiegelaere explained that \$1.15 million is from a federal grant, \$143,750 comes from previous years levies, and the other \$143,750 comes from a state grant.

It was agreed that monthly periodic updates would be made on the progress of this study.

Commissioner Rettman asked how special interests aren't going to dominate meetings.

Kathy DeSpiegelaere commented that she is open to suggestions. She said that 40% of the MIS budget is working with the public and involves getting those who do not traditionally participate to become involved. The means to do this would be worked out with the consultant.

Commissioner Rettman suggested that numerous languages be used, and to involve district councils and block clubs. She also said that new innovations would be looked at in the MIS rather than just updating statistics that have already been looked at.

Commissioner Rettman was also concerned about an item in the contract about recommendations of "financial incentives". She worried that some of the funds would be relied on by the federal, state and local governments and they could at some point null the contract.

Kathy DeSpiegelaere commented that this part of the contract is to research what type of grant opportunities are out there and to see if they are applicable to this work.

Commissioner Rettman asked if the insurance issue was resolved. Kathy DeSpiegelaere answered that Denise Kapler is satisfied with the insurance and the issue has been resolved.

Commissioner Rettman asked that the word "manhours" in Exhibit B be changed. Kathy DeSpiegelaere responded that it will be changed to "personhours".

Commissioner Guerin asked for clarification on studying the bridge.

Kathy DeSpiegelaere stated that the bridge will be studied in the MIS process and it will research what the options are and what they cost.

Commissioner Guerin commented that he is unhappy with spending this money to improve bus service.

Commissioner Rettman stated that this study is to determine whether to build, no build, build with an integrated system or increase bus service.

Commissioner Guerin asked when the Hiawatha Corridor will be fully funded and when they will begin to build.

Kathy DeSpiegelaere answered that it is expected to be fully funded by the end of the TEA21 bill, which is four-five years away. The anticipated opening date is 2003 and a fully funded federal grant is anticipated within the next year or two.

Commissioner Rettman asked if this study is completed and LRT is found to be the best use for the Riverview Corridor, will LRT be fully operational five years from the study's completion date.

Kathy DeSpiegelaere responded that there is a very definitive sequence for federal projects and if the project is light rail, the MIS is the first step followed by preliminary engineering, final design and construction. If this is the case, the RCRRRA will be in a good position for federal funding with the next TEA bill starting in 2004.

Commissioner Wiessner asked at what point does the RRA look at the best route if it is found that a river crossing will not work and if it's possible to also look at the Central Corridor as another alternative.

Kathy DeSpiegelaere answered that it is a policy decision of the board. Two years ago, the RRA decided that the Riverview Corridor would be the best corridor to study.

Commissioner Bennett stated that Hennepin County doesn't look at the Central Corridor as a connection between the two cities. The RCRRRA hasn't abandoned the Central Corridor, it is part of the Red Rock Corridor, but there hasn't been any decision on LRT.

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to approved the contract with Parsons Brinckerhoff Quade & Douglas, Inc. in the amount of \$1,149,505 for the Riverview Corridor Major Investment Study and to authorize the chair to execute the contract.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority by resolution R98-04 authorized its staff to issue a request for proposals for a Major Investment Study of transit improvements in the Riverview Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority by resolution R98-18 authorized its staff to negotiate a contract with Parsons, Brinckerhoff, Quade & Douglas, Inc. for the Riverview Corridor Major Investment Study for an amount not to exceed \$1,149,505; and

WHEREAS, Funding for the project is proposed to come from federal, state and local sources:

- (1) United States Department of Transportation \$1,150,000.

- (2) The required match for federal funds for staffing and other costs for the 18-month project is \$287,500. The \$287,500 match will come from:

(a) Previous grant from the State of Minnesota in the amount of \$143,750.

(b) Previous Regional Railroad Authority levy required to match the state grant in the amount of \$143,750; Now, Therefore, Be it

RESOLVED, That the Ramsey County Regional Railroad Authority approves the contract with Parsons, Brinckerhoff, Quade & Douglas in the amount not to exceed \$1,149,505 for a Major Investment Study for the Riverview Transit Corridor; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes its Chair to execute the contract.

5. Comprehensive Transportation and Transit Plan.

Paul Kirkwold commented that the Public Works Department is excited about the public involvement piece of the Riverview MIS and would like to use some of the findings for the Comprehensive Plan and action steps.

Paul presented information on ports. There are 19 river ports in Ramsey County and they are mainly used for barge traffic. They are responsible for moving about 12 million tons of commodity in the metropolitan area and 1/3 comes out of Ramsey County. Ramsey County has authority over the roads that serve the ports. There is a need to work with communities to ensure that truck movement is not prohibited to access those ports.

Commissioner Rettman requested that it be stated in the issue paper that there will not be truck access changes with the functional consolidation of the roadways.

Paul Kirkwold commented that there is a statement that implies that roadways under County jurisdiction provide more than neighborhood traffic. He will address Commissioner Rettman's request. Paul stated that the cities still have to place individual requests to add truck access to roads.

Paul presented information on major river crossings. There are 35 bridges that cross the Mississippi and Minnesota Rivers in the metro area. There are eight crossings in Ramsey County and two are currently under joint jurisdictions with Hennepin County. When the functional consolidation is completed, the High Bridge and the Robert Street Bridge will become part of Ramsey County's highway system.

Paul stated that legislation on major bridges needs to be addressed and drafting and supporting of bills for replacement or upgrading be considered. Paul commented that there is an average of \$14 million a year in major bridge maintenance or repair costs to the metro area.

Paul said that the issue paper proposes that the bridges be under the jurisdiction of the State with local agencies responsible for the routine and daily maintenance of the bridge deck. Local agencies would also participate in construction with the design elements being coordinated with the local agencies.

Commissioner Ortega asked if the bridge plan will be part of future legislative agendas and if Hennepin County is supportive.

Paul Kirkwold responed that this would be part of the year 2000 legislative agenda and believed that Hennepin County would be supportive. He said that there hasn't been contact with Hennepin County, but after the RCRRA supports the issue paper, then it will be sent to Hennepin County.

Commissioner Wiessner asked if a bridge divided two counties, wouldn't the road be a state highway rather than a county highway.

Paul Kirkwold remarked that the transportation part would be under local jurisdiction. The roadway on top is local but the bridge that supports it would be state owned.

Commissioner Bennett asked how old the T.H.5 bridge is and if it is proposed to be under Ramsey County's jurisdiction.

Paul Kirkwold said that he didn't know how old the bridge was and it is not proposed to be Ramsey County's. he commented that if light rail was proposed to run across the T.H.5 bridge, then significant repairs would need to be made.

Paul said that the functional classification and jurisdiction issue papers were sent out and feedback was given. Paul announced that the issue papers will be revied and presented to the RCRRA.

6. Update on activies.

Kathy DeSpiegelaere stated that the St. Paul Transit Vision Task Force (made up of members from the business community citizens and government) has started meeting and the goal of the group is to develop priorities for legislative action on transit.

Kathy commented that a joint powers agreement is being developed with the cities, counties and towns along the Red Rock Corridor.

Kathy noted that a steering committee has been establised for the North Highway 61 to Rush city corridor. They have been developing missions and goals and focusing on transit, land use and trail issues.

Commissioner Reinhardt commented that it is a corridor steering committee and not a commuter rail steering committee.

Kathy DeSpiegelaere said that the Joint Powers Board is working on a legislative program for 1999 and access to jobs/welfare to work. A Best Practives Forum will be held February 11, 1999 with presenters from out ot the state to share their ideas on access to jobs/welfare to work.

The meeting adjourned at 3:30 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpieglaere

Authorized Signature

November 10, 1998

Date

Board Action Requested

Comprehensive Transportation and Transit Plan.

Surface Water Management Roles

Trucks

Aviation

Railroads

Bicycle/Pedestrian

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

J. C. Dettl 11/10/98

County Attorney

Dail MacMillan

Risk Management

Documentation certified complete for:

November 17, 1998

Board Date

Kristine A. Longhenry

Signature

11-10-98

Date

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

SURFACE WATER MANAGEMENT ROLES

Define issue and how it relates to the vision:

Surface water management in Ramsey County involves multiple agencies at federal, state and local levels. The County is one of the local agencies with a role that overlaps a portion of the spheres of influence of each level (Figure 1). Federal and state agencies issue permits, provide information and technical assistance, and administer specific programs related to surface water management. Local agencies incorporate citizen input to develop water management plans and implement programs and projects.

On the federal level, the Environmental Protection Agency (EPA) and the Corps of Engineers (COE) have authority over all state waters to prevent pollution. Federal programs most often relate to a water resource with inter-state significance; e.g. Lake Superior or the Mississippi River, and not a specific state water resource. Local agencies must fulfill federal permit requirements governing stormwater discharge and wetland impacts. The EPA has a well-established permitting program to regulate industrial and sewage treatment discharges; more recently, stormwater discharges for municipalities with a population greater than 100,000 (Phase I) are regulated under the National Pollutant Discharge Elimination System (NPDES) program. St. Paul, through its Public Works Department, has been involved with implementation of NPDES Phase I. In proposed Phase II, which is now in development with expected implementation in 2001, essentially all local units of government in Ramsey County which own and maintain stormsewers will be regulated by a stormwater permit. Ramsey County will be included in Phase II through its limited independent stormsewer system and by interconnections with municipal stormsewer systems. In wetlands associated with navigable waters or their tributaries, the COE administers a wetland permitting program for excavation and fill. Mitigation for wetland impacts above threshold limits are a requirement of the COE permit, which may impact County road construction or other development projects.

On the state level, three agencies are most closely involved in surface water management: the Board of Water and Soil Resources (BWSR), the Department of Natural Resources

(DNR), and the Pollution Control Agency (MPCA). The roles of each of these agencies is distinct. The MPCA is the state level agency most analogous to the EPA, with an emphasis on permitting and regulations, including setting water quality standards for water resources. The MPCA administers NPDES programs in the state, including that part that deals with construction erosion and sediment control. Essentially, all County road construction projects which add impervious surface area are required to incorporate ponding of stormwater to improve its quality. The DNR has authority over the state's Protected Waters, an inventory which includes water resources (lakes, wetlands, and streams) greater than 10 acres in size in unincorporated areas, and 2.5 acres in incorporated areas of the state. Water management is directed at specific water bodies both in terms of permitting (e.g. aquatic plant control, lake level, streambank modification and shoreline development) and management plans related to fisheries, exotic plant or wetland management. In recent years, both the MPCA and DNR have emphasized new initiatives in coordinated watershed management related to major river systems in the state and strategic lake management plans. This is part of the DNR's ecosystem approach to natural resource management.

BWSR administers the Surface Water Management Act of 1982, which established the framework for local water management in the Seven County Metropolitan Area, including Ramsey County, based on major watershed boundaries. This framework relies on water management organizations (WMO's), either watershed districts or joint-powers agreements between municipalities, to develop water management plans based on watershed characteristics. WMO's have a board of managers which is appointed by the County Board in the case of watershed districts and member cities for joint-powers WMO's. Soil and Water Conservation Districts (SWCD's) provide a conduit for technical assistance and some cost-share funding between BWSR and WMO's. SWCD's have an independently elected board of managers. WMO plans are reviewed by BWSR for conformance to the requirements of the Surface Water Management Act. Additionally, municipalities within each WMO must develop local water management plans which conform to the overall WMO water management plan. Plan development and implementation is the keystone of effective local surface water management. The overall success of the process is also related to the participation of citizens and municipalities in plan development, and community (individuals, businesses and local governmental units) acceptance of plan strategies and implementation efforts. From this perspective, political accountability of surface water management in Ramsey County is a function of WMO's, either watershed districts or cities via a joint-powers agreement. Ultimately, the Ramsey County Board of Commissioners assumes a degree of political accountability by appointing the watershed district board of managers, after BWSR appoints the initial board members.

The Ramsey County Strategic Plan identifies coordination among multiple agencies and increasing political accountability as critical issues for effective surface water management. Open communication is needed to resolve water management issues between representatives from 'upstream' and 'downstream' areas of an urban watershed. WMO's have an important role in consensus-building between their constituents.

Existing conditions of the issue:

The current condition of this issue reflects increased depth to the implementation of the Surface Water Management Act. In most cases, WMO water management plans have been developed and updated at least once, yielding second-generation plans. The current plan status of WMO's within Ramsey County is summarized in Table 1. The second-generation plans usually reflect an increase in supporting information and documentation related to land use. With a more complete database, a plan provides a useful resource for developing or evaluating changes in the watershed. WMO policies are also revised during plan updates based on past experience and refined community priorities and values. WMO plan amendments are developed utilizing input from technical and citizen review panels, and are reviewed by municipalities and the County.

The current condition also reflects enhanced political accountability for surface water management in Ramsey County. Citizens may petition BWSR for formation of a watershed district in areas served by joint-powers WMO's. This has recently occurred in a portion of Ramsey County and has resulted in the designation of a new watershed district to replace two existing joint-powers WMO's. BWSR may also require the County to prepare the WMO water management plan in the case an existing WMO is unable to develop a plan which conforms to state statutes.

Expectations based on current trends:

Implementation of surface water management should increase, with some level of inconsistency, throughout the County. Local agency and citizen participation should also increase, enhancing political responsiveness and accountability.

What role does the County play in this issue?

The County's role is to ensure comparable levels of water resource management, education and citizen involvement throughout the County. This can be accomplished by supporting the activities of WMO's in several ways, including providing technical information and administrative assistance where requested, assessing the relative effectiveness of WMO water management plans, utilizing consistent performance criteria for WMO board of manager applicants, providing opportunities for WMO's to share information and management strategies, and review of regional and state water quality goals and plans.

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

A policy that the County will provide technical and administrative assistance to WMO's where requested.

A policy that the County Board will appoint managers to the watershed district board of managers using criteria to include effective water resource

management and enhanced citizen participation throughout the County.

A policy that Ramsey County will review WMO water management plans, annual work programs, budgets, and capital improvement programs to ensure comprehensive surface water management is accomplished throughout the County.

A policy that Ramsey County will review regional water quality goals and plans developed by the Metropolitan Council and state agencies.

A policy that Ramsey County will promote a regular forum to include citizens, local water management agencies, and state agency representatives to discuss issues related to plan contents, policies and implementation strategies of WMO's within the County.

Current Natural Resource Management

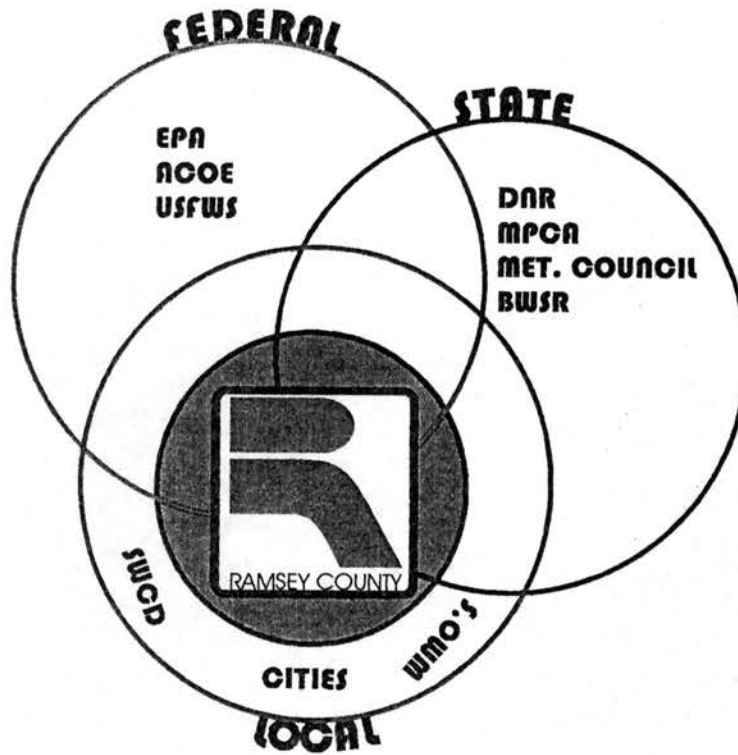


Table 1. Watershed Management Organizations in Ramsey County

	<u>WMO Plan Status</u>	<u>Portions of Ramsey County Cities w/i WMO Boundary</u>	<u>% Ramsey County Local Government Representation on WMO Board</u>	
Capital Region Watershed District*	Pending*	St. Paul, Falcon Hts. Roseville, Maplewood	100	¹
Grass Lake WMO	Jan. 1986	Roseville, Shoreview	100	²
Lower Minnesota River Watershed District	Feb. 1989	St. Paul	0	
Lower Mississippi River WMO	Feb. 1989	St. Paul	14	
Middle Mississippi River WMO	Pending	Lauderdale, St. Paul	71	
Ramsey-Washington Metro Wat. District	May 1997	Gem Lake, Little Canada Maplewood, N. St. Paul St. Paul, Vadnais Hts. White Bear Lake	80	
Rice Creek Watershed District	Oct. 1997	Arden Hills, Falcon Hts. Lauderdale, Mounds View New Brighton, Shoreview Roseville, White Bear Twn White Bear Lake	40	
Vadnais Lake Area WMO	June 1996	Gem Lake, Shoreview North Oaks, Vadnais Hts White Bear Lake White Bear Township St. Paul Water Utility	85	
Valley Branch Watershed District	Sept. 1995	Maplewood, N. St. Paul White Bear Lake	20	

* Formed October 1998 from previous Central Ramsey WMO and Southwest Ramsey WMO.

¹ Watershed district board members are selected by the respective County Boards in proportion to the relative area contained within the district. The Lower Mississippi River WD has 0% Ramsey County representation on the board of managers because there are no County residents included within the district boundary.

² For WMO's formed by joint-powers agreements between cities, board members are appointed by the respective city governments.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

SURFACE WATER MANAGEMENT RESOURCES

Define issue and how it relates to the vision:

Water resource management involves several paired activities: inventory and classification of natural resources, monitoring and evaluation of the resources, and strategic planning and implementation. These activities are reiterated over time which defines water resource management as an on-going process.

The first part of the process is to describe County water resources in terms of size, management classification, recreational use, or water quality. There are more than 82 lakes greater than 10 acres in size within Ramsey County, including 27 recreational lakes with either a boat access, swimming beach or park or open-space property along the shoreline. Table 1 lists recreational lakes in Ramsey County for 1997 ranked in terms of water transparency, or Secchi Depth. Wetlands have been mapped and classified throughout Ramsey County by habitat characteristics or physical characteristics of the basin. In some areas of the County, historical wetlands have been mapped for comparison to current wetland acreage. Groundwater resources in Ramsey County have been mapped in the County Groundwater Atlas.

Monitoring and evaluation is the second part of the process. Ramsey County has conducted water quality monitoring of recreational lakes since the mid-1980's. The monitoring program evaluates growing season mean water transparency (Secchi Depth) as well as concentrations of nutrients, chlorophyll (a measure of the algae population), and inorganic ions. Algae, zooplankton and aquatic plant populations are also characterized. As part of diagnostic studies, the monitoring program may also incorporate sampling of major inputs to a given lake, including stormsewer sampling, to determine the annual loading of water, phosphorus and solids from the watershed. In other cases, watershed inputs are estimated based on literature values. Lake water quality data are input to the Minnesota Pollution Control Agency's (MPCA's) STORET database and are provided to water management organizations (WMO's). Evaluation of the lake water quality data includes trend analysis, in particular changes in average Secchi Depth, total

phosphorus or chlorophyll. Information on the physical characteristics of the lake (surface area, volume and mean depth) and watershed (phosphorus loading estimates, size, and precipitation) are used in lake water quality models. Evaluation may also include the limnological response following implementation of management techniques.

Strategic planning and implementation is the final component of water resource management. Strategic planning is often focused on a single resource and is intended to identify management priorities for that resource, which may include reducing non-point source pollution, improving water quality, maintaining wetland functions and values, maintaining water levels while preventing flooding, improving fisheries, regulating water surface uses, and reducing the spread of exotic plants and animals. Beyond that, the strategic plan specifies actions to be taken and agency or individual responsibilities for the actions. Identification of funding sources is also a component of the strategic plan. Once developed and approved by responsible agencies, implementation can begin.

The Ramsey County Strategic Plan identifies that measuring the progress in achieving water quality and quantity principles and values is a critical issue. A number of values were identified in the Strategic Plan's vision statement:

- to deliver clean water to downstream neighbors via the Mississippi River;
- water resources will be clean and abundant to support desired uses;
- water resources will be accessible to all citizens and provide aesthetic values that are important to a high quality of life;
- lakes and rivers will provide diverse and healthy habitats for fish and wildlife;
- natural shoreline vegetation will be allowed to flourish to prevent shoreline erosion and to enhance wildlife habitat and water quality;
- wetlands will be restored and created when practical;
- wetlands will be managed to ensure ecological diversity, improvement of water quality, recharge of aquifers, flooding reduction, and environmental learning;
- and green corridors will connect water resources where possible.

Existing conditions of the issue:

Water resource management strategic planning and implementation activities are increasing at both state and local levels. At the state level, the DNR has adopted an ecosystem management model. Such a model incorporates biological, chemical and physical information, along with human influences, to formulate management strategies. The approach is sometimes controversial because it may appear to involve activities unrelated to, or inconsistent with, management objectives. As a result, recognition and acceptance of ecological principles is also an observed problem with such an approach. Fish-stocking practices, as an example, have been modified due to the ecosystem management model. The perception of some fishing groups is that sportfish harvest has

been adversely affected. Monitoring and evaluation of these strategies is needed to effectively address this concern. Use of biological control agents for control of Purple loosestrife in wetlands is another example. The use of chemicals was ineffective at reducing the abundance of Purple loosestrife infestations and accomplishing the ecological goals of increased plant and habitat diversity. Continued monitoring will determine the effectiveness of biological control. The Wetland Conservation Act of 1991 initiated a significant change in wetland management throughout the state to include all wetlands above a minimum size limit.

On the local level, water resource strategic planning and implementation is often a function of WMO water management plan development. For example, the Ramsey-Washington Metro Watershed District has implemented strategic planning and implementation for the Phalen watershed and other lakes. Shoreline revegetation, wetland restoration, and biological diversity are management issues which have been incorporated into some, but not all, WMO plans. In some cases, the Metropolitan Council, local government units such as the County and cities, or groups, such as lake associations, may initiate the process.

Expectations based on current trends:

Surface water management will increase and the emphasis on strategic planning and implementation should grow. Baseline water quality monitoring and other data collection will continue to quantify problems and prioritize management strategies.

What role does the County play in this issue?

Ramsey County has a long-term role in water resource management, dating back to the 1923 County Lake Report, which resulted in the development of numerous lake level augmentation wells, monitoring of lake levels, and aquatic plant control efforts. In the 1970's and 1980's, the County obtained grants from the EPA Clean Lake Program to fund evaluation and implementation work to improve the water quality of the Phalen Chain of Lakes and Como Lake. In 1957, the County established a cost-share program which reimbursed lake associations 50% of aquatic plant control costs. Although not primarily intended as water resource management, the County also established the Open Space program, which resulted in the acquisition of extensive wetland and adjoining upland areas.

At present, the County conducts ongoing water resource management strategic planning and implementation activities related to lake water quality monitoring, maintenance of pumps and ponding area constructed as part of the Phalen and Como projects, operation of lake aeration systems to maintain winter dissolved oxygen concentration in 4 shallow lakes, aquatic plant management, and measurement of lake levels. The County will complete in 1999 a program to abandon all lake augmentation wells in response to a 1989 DNR Commissioner's Order identifying lake level augmentation as the lowest priority use of the groundwater resource and also to protect multiple deep aquifers from potential

contamination. A lake level management plan was completed for Snail Lake in cooperation with the DNR and Shoreview, resulting in utilizing water from the St. Paul Water Utility system via Sucker Lake. In 1996, the County aquatic plant management program was changed to eliminate cost-share funding with lake associations. Instead, aquatic plants are managed in areas adjacent to County boat ramps and County Parks property to facilitate public access and recreational uses. In 1997, biological control of Purple loosestrife populations was initiated, in cooperation with the DNR, which includes rearing beetles and releasing them in infested wetlands each summer. Strategic plans were prepared by the County in 1996 related to Eurasian watermilfoil management in several County lakes. The County also coordinated development of a strategic management plan for Lake McCarrons in 1996. The County participates in technical and advisory committees related to strategic planning and evaluation initiated by WMO's, lake associations, non-profit groups, and other agencies. Recent examples of such efforts include the Maplewood "rain garden" demonstration project, the Lake Management Forum (Blandin Foundation), and the water quality of stormwater runoff from Ramsey County roadways (U.S. Geological Survey and Minnesota Dept. of Transportation).

The County Geographic Information System (GIS) has been used extensively in natural resource management. The GIS User's Group, which includes cities, WMO's and agencies in the County, has developed protocol for adding information layers to the GIS system, accessing the data and preparing GIS products.

Ramsey County has adopted three performance measures related to water resource management: composite lake water transparency (Secchi Depth) for recreational lakes in the County, the number of wetlands infested with Purple loosestrife which are treated by biological control agents, and treating stormwater runoff from County road right-of-way to improve water quality.

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

A policy that the County institute a strategy to minimize the impact to water resources from road construction and other projects.

A policy that the County participate in strategic planning and implementation related to all County lakes.

A policy that the County evaluate and convey the progress in achieving effective water resource management through performance measures, water quality monitoring and evaluation, and promotion of natural resources GIS applications.

TABLE 1. RAMSEY COUNTY RECREATIONAL LAKE WATER QUALITY
1997 EPIIMNETIC MEANS AND CARLSON (1977) TSI INDICES

	DNRID	SECCHI RANK	SITE	SECCHI M	TP mg/L	CCHLA mg/M3	TSI-SD	TSI-TP	TSI-CHL	AVG. TSI
WH BEAR	82-0167	1	5402	5.4	0.014	3.8	36	42	44	41
	82-0167	2	5401	5.1	0.018	3.4	37	46	43	42
SNAIL	62-0073	3	5402	3.9	0.021	3.8	40	48	44	44
	62-0073	3	5401	3.9	0.024	3.6	40	50	43	45
WABASSO	62-0082	4	5401	3.8	0.027	5.4	41	52	47	47
SILVER E	62-0001	5	5401	3.7	0.028	3.7	41	52	43	46
PHALEN	62-0013	6	5401	3.6	0.031	9.8	42	54	53	49
JOSEPHINE	62-0057	7	5401	2.9	0.03	7.8	45	53	51	50
TURTLE	62-0061	7	5401	2.9	0.022	5.9	45	49	48	47
JOHANNA	62-0078	9	5401	2.7	0.039	11.6	46	57	55	52
OTTER	02-0003	10	5401	2.6	0.032	5.8	46	54	48	49
GERVAIS	62-0007	10	5401	2.6	0.038	14.5	46	57	57	53
OWASSO	62-0056	12	5401	2.5	0.04	13.1	47	57	56	53
MCCARRON	62-0054	13	5401	2.3	0.049	12.8	48	60	56	55
ISLAND S.	62-0075	14	5402	2.1	0.053	11.2	49	61	54	55
TWIN	62-0039	15	5401	2	0.045	9	50	59	52	54
ISLAND N.	62-0075	15	5404	2	0.05	8	50	61	51	54
ROUND(PH)	62-0012	17	5401	1.8	0.046	11.8	52	59	55	55
BENNETT	62-0048	17	5401	1.8	0.095	6.5	52	70	49	57
VALENTINE	62-0071	17	5401	1.8	0.089	8.8	52	69	52	57
BALD EAGLE	62-0002	20	5401	1.5	0.075	31.4	54	66	64	62
BEAVER	62-0016	20	5401	1.5	0.109	29.6	54	72	64	63
LONG S.	62-0067	20	5401	1.5	0.058	15.6	54	63	58	58
SILVER W	62-0083	23	5401	1.4	0.049	31.4	55	60	64	60
COMO	62-0055	24	5401	1.2	0.138	36	57	75	66	66
KOHLMAN	62-0006	25	5401	1	0.093	18.2	60	70	59	63
KELLER	62-0010	25	5401	1	0.051	17.1	60	61	58	60
WAKEFIELD	62-0011	27	5401	0.7	0.118	46.2	65	73	68	69
LONG N.	62-0067	27	5403	0.7	0.155	53	65	77	70	71

RAMSEY CO. LAKE MANAGEMENT PROGRAM (10/98)
\\OVERALL\\1997X.XLS

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
SURFACE WATER MANAGEMENT BEST
MANAGEMENT PRACTICES (BMP'S)

Define issue and how it relates to the vision:

Stormwater runoff quality is an important factor affecting surface water resources which is related to land use. Urban development changes the land surface to shed rain more quickly and completely than pre-development. Impervious surfaces such as roads, driveways and sidewalks, parking lots and rooftops increase. Depression storage and vegetated areas which facilitate infiltration of water are less abundant. In many urban areas, stormsewer systems, consisting of curb, gutters, and catch basins connected to pipes, efficiently move stormwater. The receiving bodies for urban stormwater discharge systems are lakes, wetlands, and streams.

Municipalities in Ramsey County regulate land use through zoning requirements and development plans, which control the density of residential development and the proportion of commercial property as well as parks. Municipal stormwater plans are developed based on the approved development plans. Pollutant loading in urban areas varies by land use; e.g. parks, residential and commercial (Table 1). Construction sites, with disturbed soils lacking vegetation, are a large potential source of total phosphorus and solids loading.

The purpose of urban best management practices (BMP's) is to reduce the impacts of development which increase the rate and quantity of stormwater runoff. Temporary BMP's are used during construction to control erosion and sediment. These include temporary sediment basins, protected catch basin inlets, silt fence on slopes and around the perimeter of the project; floating silt curtains, and temporary seeding and mulching. Temporary erosion and sediment controls are designed for relatively frequent storms (one year return frequency or so), but not infrequent, larger storm events. Temporary BMP's require regular inspection and maintenance during the project.

Long-term, or permanent, BMP's are implemented during project design and construction. As an example, preliminary design in road construction projects

incorporates future traffic capacity, safety considerations and community goals for on-street parking, sidewalks and bike paths. The size of the road and associated amenities affect the quantity of pollutant export from the paved surface.

The most effective structural BMP is a properly sized pond having sufficient permanent water volume (NURP pond or equivalent) and outlet rate control. In some situations, an extended detention basin may be utilized to slowly discharge stormwater over a 2-day period. Periodic maintenance of ponds (usually 5-10 years or more) is necessary to remove accumulated sediment and ensure pond outlet capacity. Wetlands may be considered a permanent BMP if upstream ponding is provided to improve inflow water quality. 'Ultra urban' BMP's may be feasible in small highly urbanized watershed areas, particularly for redevelopment projects, where local or regional ponding areas may not be available.

Maintenance BMP's related to agency operations and activities include street sweeping, road sanding and de-icing during winter, leaf collection and composting, materials stockpiling, antifreeze and used oil recycling, household hazardous waste collection, fertilizing and mowing. These activities are intended to keep nutrients, sediments and other pollutants off impervious surfaces, such as roads, which are often directly connected via stormsewer to water resources. 'Housekeeping practices,' a general term given to these activities as well as many others, are directed at non-point source pollution, which is derived from multiple, diffuse sites.

The County vision states that government agencies will cooperate to develop efficient and effective tools to improve water quality, which is consistent with the implementation of the most effective BMP's to improve water resource management. Critical issues include the equitable funding of BMP implementation and the determination of trade-off opportunity costs, which compares the costs of managing water quality to the long-term costs (or benefits) of no management, in terms of recreation, aesthetics, habitat improvement, or property valuation.

Existing conditions of the issue:

Ramsey County is the smallest, most highly-developed county in Minnesota. As a result, second generation development, termed redevelopment, is becoming increasingly important. Temporary and permanent BMP's are regulated by state and local government permitting programs. The MPCA administers the NPDES Erosion and Sediment permit program, which regulates land disturbance greater than 5 acres. This threshold is expected to be reduced to 1 acre by the year 2001. An erosion and sediment control plan must be incorporated into project construction plans. In addition, the NPDES permit process, and some WMO plans, require ponding with outlet rate control as a permanent BMP. Several water management organizations (WMO's) issue grading or erosion control permits for development projects, which include follow-up compliance inspections.

BMP implementation funding is provided by the developer or project-sponsoring agency.

The County provides funding for BMP's associated with its road construction or other development activities. For some projects, the BMP may provide treatment of water generated off County property. The cost of this BMP implementation, and for on-going maintenance costs, is usually split between the County and municipalities or WMO's based on relative contributing area, as defined in a project agreement between parties.

Some WMO's have incorporated regional water quality BMP implementation into their surface water management plans and capital improvement budgets. For watershed districts, financing for these projects is predominately ad valorem taxation throughout the district. By this financing method, more densely developed areas of the watershed district will contribute a greater proportion of project costs. Joint-powers WMO's determine cost-share by the relative drainage contribution from each municipality, who may fund such projects through a municipal stormsewer fund, special taxing districts, or through the general municipal tax levy.

Several housekeeping BMP programs are being implemented, including street sweeping by various road authorities, leaf collection and composting, household hazardous waste collection, and oil and filter recycling.

Expectations based on current trends:

Regulatory requirements for BMP implementation will increase in response to the NPDES Phase II stormwater permit program. Redevelopment activity will increase in the most urbanized parts of Ramsey County. Treatment considerations will include 'ultra urban' BMP's, retrofitting of existing ponds or basins, and new construction of regional ponds, if feasible. Maintenance BMP's will be emphasized.

What role does the County play in this issue?

The County's role is to first identify the impacts of its activities on surface water resources and second, reduce the impacts. County activities such as road construction and park development are regulated by various permitting agencies. Wetland impacts for road construction must be avoided where possible and minimized in the design process in situations where some impact is unavoidable. Wetland mitigation was required by the Wetland Conservation Act of 1991 for all impacts, including road construction. Although this policy has been modified in recent years to require the BWSR to provide mitigation for necessary wetland impacts related to road construction, the County has developed wetland restoration projects to obtain wetland bank credits, which may be sold or used to fulfill any potential wetland mitigation requirement. The County has implemented several ponding areas related to road projects to fulfill the NPDES requirement for permanent BMP's. The County also must meet requirements of the NPDES erosion and sediment control permit program. The implementation of these BMP's during construction is evaluated by the County through regular inspections.

Maintenance of ponds, wetlands and other BMP's is a requirement of the implementing agency or, for cooperative projects between the County and participating municipalities

or WMO's, one partner as defined in the project agreements. Periodic inspection and record-keeping is needed to establish the appropriate cleaning or replacement schedule for various BMP's.

The County implemented a priority street sweeping program for roadways adjacent to lakes in the mid-1980's. The County operates an oil and oil filter recycling program for the public, as well as household hazardous waste collection sites and leaf composting sites. County storage piles of sand/salt material for winter ice control are covered and isolated from the stormsewer system. Antifreeze used in some County vehicles is recycled.

Ramsey County has adopted a water resource performance measure related to treating stormwater runoff from County road right-of-way to improve water quality. The goal is to provide water quality treatment of stormwater runoff from all County road right-of-way.

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

A policy that the County incorporate comprehensive assessment of water resource impacts, and implement and maintain effective temporary and permanent BMP's, for all development, redevelopment and construction projects.

A policy that the County maintain effective "housekeeping" BMP's related to street sweeping, salt/sand storage, public oil and oil filter recycling, leaf composting, and collection of household hazardous waste.

A policy that the County encourages the equitable financing of effective BMP's by developers, the County and WMO's to protect surface water resources.

Addendum - Technical Information

The quality of stormwater runoff from County, municipal, and residential roads was examined in the period 1994-96.¹ Guttered roads yield more runoff per unit precipitation (0.53) compared to unguttered roads (0.37). Runoff occurs more quickly on guttered roads but runoff lasts for a longer period of time on unguttered roads. Concentrations of some pollutants were greater in snowmelt than rainfall runoff from roads; e.g. sodium and chloride concentrations were 1000 times greater, while metal concentrations for aluminum, chromium, lead and zinc were 2-4 times higher. For rainfall runoff, total suspended solids concentration was very high, and greater for guttered roads, while total phosphorus concentration was high, and greater in unguttered roads (Table 1). Metal concentrations exceeded chronic MPCA stormwater standards for aluminum (92% of samples), copper (52%), lead (9%), and zinc (20%).

The costs of degraded water resources are most commonly related to water quality or quantity impacts, which may affect recreational, flood prevention, habitat and aesthetic values. The larger economic scope is not well-defined, but recent studies have provided some information. A statistical analysis of the economic value of larger wetlands and lakes (those water resources included in the DNR's Public Waters Inventory) within Ramsey County concluded that, if all other property characteristics are equal, lakeside property sells for \$41,000 (1989 dollars) more than non-lakeside property.² A 1993 University of Minnesota study examined the economic desirability of wetlands in Ramsey County.³ The study concluded that there is a clear, but small in terms of overall property valuation, willingness of residents to pay more for a home closer to wetlands, with a preference for open-water and scrub shrub wetland types.

A 1995 report evaluated the water quality of leachate derived from a County leaf composting site.⁴ The study concluded that the leachate is a concentrated source of phosphorus and organic matter. However, the volume of leachate produced from the compost windrows was small. Implementation of ponding areas was recommended in the report to facilitate additional pollutant removal. Design and implementation of water quality BMP's for other County compost sites is planned.

¹ "Quality and Quantity of Runoff from Selected Guttered and Unguttered Roadways in Northeastern Ramsey County," U.S. Geological Survey, Investigations Report 96-4284.

² "A Hedonic Approach to Urban Wetland Valuation," F. Lupi, Jr., T. Graham-Tomasi, and S. Taff. 1991, Staff Report P91-8.

³ "The Relationship of Property Values and Wetlands Proximity in Ramsey County, Minnesota," C. Doss and S. Taff. Economic Report 93-4.

⁴ "Summary Report. 1994 Water Quality Monitoring. Maplewood Compost Site. February 1995," T. Noonan.

TABLE 1. POLLUTANT EXPORT FROM URBAN LAND USES (KG/HA/YR)

LAND USE ¹	TO. PHOS.	TO. SUSP. SOLIDS
LOW DENSITY RESIDENTIAL	0.04	11
MEDIUM DENSITY RESIDENTIAL	0.58	216
HIGH DENSITY RESIDENTIAL	1.12	487
LIGHT INDUSTRIAL	1.49	957
COMMERCIAL	1.49	957
PARKING LOT	0.78	453
FREEWAYS	1.04	979
PARKS	0.03	3
CONSTRUCTION	90	67000
SELECTED ROADS IN RAMSEY CO. ²	0.76	558

¹ BANNERMAN et. al., 1983, CITED IN "PHOSPHORUS EXPORT IN THE TWIN CITIES METROPOLITAN AREA", J. MULCAHY, METROPOLITAN COUNCIL, 1992

² "QUANTITY AND QUALITY OF RUNOFF FROM SELECTED GUTTERED AND UNGUTTERED ROADWAYS IN NORTHEASTERN RAMSEY COUNTY, MINNESOTA" G. MITTON AND G. PAYNE, U.S. GEOLOGICAL SURVEY, REPORT 96-4284, 1996

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
SURFACE WATER MANAGEMENT CITIZEN
PARTICIPATION & EDUCATION

Define issue and how it relates to the vision:

Environmental education provides the linkage between the actions of individuals and their effect on water resources, which may include losses in resource 'values' such as water quality, recreational use, habitat, aesthetics and economic value.

Watershed management is a key component of water resource management. A watershed is defined by the physical surface (topography) of the land that drains to a water body. Land-use activities within the watershed affect the water quality of the receiving body of water by changing the quantity of pollutant export, such as phosphorus and solids, as well as the rate and volume of runoff. The origin of these pollutants are termed 'non-point sources' because they come from many diffuse points throughout the watershed. The quantity of non-point pollution sources is related to the level of development, and thus population, within the watershed.

Best management practices (BMP's) apply to many individual activities. These include proper fertilizer and pesticide application, use of low phosphorus fertilizer where appropriate, keeping leaves and grass clippings off streets, repairing eroding areas, and proper disposal or recycling of oil, antifreeze and household products. For shoreline residents, BMP's apply to maintaining a vegetated buffer strip with no fertilization to provide habitat and improve water quality, stabilizing eroding banks, and restoring the growth of aquatic vegetation.

The County Strategic Plan identifies as a critical issue the involvement of citizens in the protection and management of water resources. The vision includes involving citizens in decision-making, empowering citizens to take an active role in environmental education and resource protection activities, increasing the awareness of citizens about the watershed they live in and the downstream receiving water bodies, and encouraging environmental stewards.

Existing conditions of the issue:

Citizens participate in a variety of groups and activities which affect surface water management. The groups include elected offices, such as Board of County Commissioners, city council members, and Soil & Water Conservation District managers, as well as appointed positions. e.g. municipal park or zoning committees, WMO advisory committees and lake improvement district or conservation district boards. Individuals may also join lake associations and organizations for parks, fishing or other recreational activities.

Citizens participate in public meetings and numerous activities. Some recent examples, and sponsoring agency, include:

- Lake Advocates program (Crow Wing County) to train a small number of citizens to initiate and sustain citizen involvement in local surface water management activities.
- citizen lake monitoring program (Metropolitan Council)
- Lake Johanna Eurasian watermilfoil surveillance monitoring
- lake association newsletters
- Phalen Steward project to encourage active involvement of school children (Ramsey-Washington Metro Watershed District)
- catch basin stenciling to identify the receiving body for stormwater runoff
- aquatic plant control (lake associations)
- participation in recreational use and 'value' surveys
- shoreline and housekeeping BMP's
- Gervais Lake shoreline revegetation (Ramsey-Washington Metro Watershed District)

Education and information materials are available to citizens in many formats, including publications on specific water management topics, public relations efforts such as billboards and commercials, exhibits at fairs and science museums, and staff presentations to schools and organizations. At the local level, WMO's may produce watershed-specific information in special reports, bulletins or annual reports. Project information boards are placed at environmental project sites by sponsoring agencies. Wetland and nature learning centers are utilized by schools in the educational curriculum. Regional education efforts may also be coordinated for a consortium of WMO's and other participating agencies, e.g. the Watershed Partners program.

Expectations based on current trends:

Citizen education and participation will increase. Citizen expectations for effective local water resource management will also increase.

What role does the County play in this issue?

The County provides technical information to citizens and water resource management agencies. Information is distributed in a variety of ways, including:

- Phalen Chain of Lakes project newsletter distributed to 15,000 residents throughout the watershed
- Como Lake project information kiosk
- meeting of lake association representatives to present information on Eurasian watermilfoil management and enlist support for citizen monitoring
- stormwater management and wetland economic valuation forums
- technical data and reports
- oral presentations to interested groups
- newspaper articles
- County nature centers and parks and open space
- County GIS
- County Extension and the Soil & Water Conservation District

Citizen participation is solicited by the County for projects during project scoping and information meetings.

The County also directed the strategic planning process which enlisted citizen participation to develop a vision for surface water management and identify critical issues and strategies for implementation of the vision. The Surface Water Management vision, critical issues and strategies are incorporated into this Comprehensive Transportation Plan.

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

A policy that the County will provide to citizens and agencies technical information related to water resource management.

A policy that the County will assess roles of WMO citizen advisory committees, as well as educational efforts, as part of the WMO plan review process.

A policy that the County will support cooperative educational efforts by WMO's and other agencies related to water resource management.

A policy that the County will incorporate citizen input and resource 'values' into project design and implementation.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

TRUCKS (COMMERCIAL TRANSPORTATION)

Define issue and how it relates to the vision:

The County road system is important for heavy commercial traffic. Heavy commercial traffic includes trucks used for the transportation of goods and materials to and from commercial and industrial areas in the County. It also includes vehicles such as school buses, fire trucks, and refuse hauling trucks essential to the well being of residential areas.

Establishing truck routes and providing efficient freight commodity movement to state, national and international markets is crucial to the region's economic prosperity. According to the Minnesota Department of Transportation (MnDOT), the principal means of freight movement in the metropolitan area is trucking by common carriers and private truck fleets. Trucking productivity depends on an adequate roadway system and its connections with ports, railroads, and airports.

The County vision supports a system that will provide for the efficient movement of goods, protecting the economic vitality of the community.

This issue corresponds with the Economic Development vision that businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products.

Existing condition of issue:

Freight is often delivered by more than one mode of transportation, such as truck/rail/truck, truck/air/truck, or truck/rail/vessel. An intermodal terminal accommodates more than one mode of transportation. The Twin Cities region has two major operating intermodal (rail and truck) facilities. Burlington Northern Railroad (BNSF) operates in the Midway area of St. Paul. The CP Rail intermodal facility,

Shoreham yard, is located in Northeast Minneapolis. (Table xxx lists all intermodal freight facilities within Ramsey County.)

According to John Grimm at the Federal Highway Administration, there is no official Federal definition of a major truck terminal. For Ramsey County purposes, a major truck terminal is defined as any terminal with a minimum of 100 employees with SIC Codes (Standard Industrial Classification) falling under the category: transportation/trucking and warehouse. (Table xxx. Map xxx: Ramsey County staff is working with staff at MnDOT to create a map of major truck terminals within the County.)

According to the 1998 Ramsey County Public Works Pavement Management System Report, nine or ten ton spring axle load limits apply to 282 miles of County roads, seven tons to 9 miles, and five tons to 2 miles (Map xxx). Five and seven ton road limits are posted by Ramsey County. After the turnback program is complete, five and seven ton road limits should no longer exist on the County roadway system. A goal for the Ramsey County Public Works department is to have nine or ten ton capacity on all County roads, thereby removing any spring weight restrictions for trucks. This will also alleviate the need to post roads for five or seven ton road limits, thus saving both time and money.

Existing policy from the Saint Paul Transportation Policy Plan:

Policy: "The City should make no comprehensive changes to the truck route system at this time but rather review proposed changes to the system, with the objective of minimizing the noise and other impacts on sensitive land uses while meeting the transport needs of business" (Policy 34, page 15).

Policy: "The City should ensure that the transport needs of business are met when reviewing change requests to the truck route map" (Policy 54, page 19).

Expectations based on current trends:

The jobs most beneficial to the region are those resulting in exported products and services. Intermodal transportation is a critical support service for businesses importing/exporting products. In addition, there is pressure to move production facilities as close as possible to the market (i.e. East or West Coast or Chicago). Because of its geographic location, the Twin Cities must provide competitive shipping capability at competitive costs to local businesses. (Minnesota Intermodal Railroad Terminal Study.¹)

According to the Metropolitan Council, trucking firms will continue to establish strategic alliances with railroads to move freight intermodally by containers and trailers. Small package handlers will continue to rapidly expand through extension of overseas service. These handlers will extend their service as logistic providers to small businesses.

¹ Minnesota Intermodal Railroad Terminal Study (MIRTS) is a partnership formed by the Metropolitan Council, MnDOT, CP Rail, BNSF, and UP railroads to address rail/truck intermodal terminal capacity issues.

A primary purpose of the interstate highway system is for goods movement. A primary purpose of minor arterials is to move trucks from the principal arterial system. As a system of minor arterials designed to serve short-to-mid range trips at moderate speeds, the County roadway system should accommodate truck traffic, providing a link between trunk highways and local routes.

What needs to be done to influence the future and change the expectations?

Ramsey County should work with municipalities to designate truck routes on minor arterials that provide adequate truck access to intermodal freight terminals, truck terminals, transportation hubs, distribution centers, businesses, and industrial concentrations within Ramsey County. Both the County and municipalities would remove any existing weight and street restrictions from these truck routes. This coincides with municipal interest in reducing through traffic on local streets.

The County should work with businesses and industries to change delivery times as necessary to restrict truck movement and on-street loading and unloading during peak traffic hours.

What role does the County play in this issue?

The Ramsey County Public Works Department uses general road inventory information, observed pavement conditions, and field measurements to develop a pavement management system that determines the type of maintenance required, establishes maintenance priorities, and projects the cost of maintenance work. The pavement management system is used to maintain and improve pavements in an organized and cost effective manner.

To review truck movement restrictions and work with municipalities to revise these restrictions as necessary. In addition, when receiving a municipal road through the turnback process, the County will not lift any truck restrictions that may already exist without municipal support.

To notify common carriers and private truck fleets of impending construction, and work with those companies and the municipalities in developing temporary alternative truck routes.

To review the County roadway system for sufficient pavement strength and adequate vertical clearance on all County roads.

To work with municipalities in reviewing pavement strength and vertical clearance for those local streets which provide a link between County roadways and truck destinations.

What policy should be in place to make the County play the role it should play?

A policy that ensures truck access on all roads under County jurisdiction. The County will work with MnDOT and the municipalities to coordinate the identification and designation of truck routes.

A policy that ensures adequate structural capacity, thereby removing weight restrictions along all roadways under the County road system.

(Ramsey County will continue to work closely with municipal staff and the public to ensure the needs of all are considered in the development of these policies.)

DRAFT

RAMSEY COUNTY
INTERMODAL FREIGHT FACILITIES
(TRUCK VOLUME AND CAPACITY DATA = 1995 – 1996)

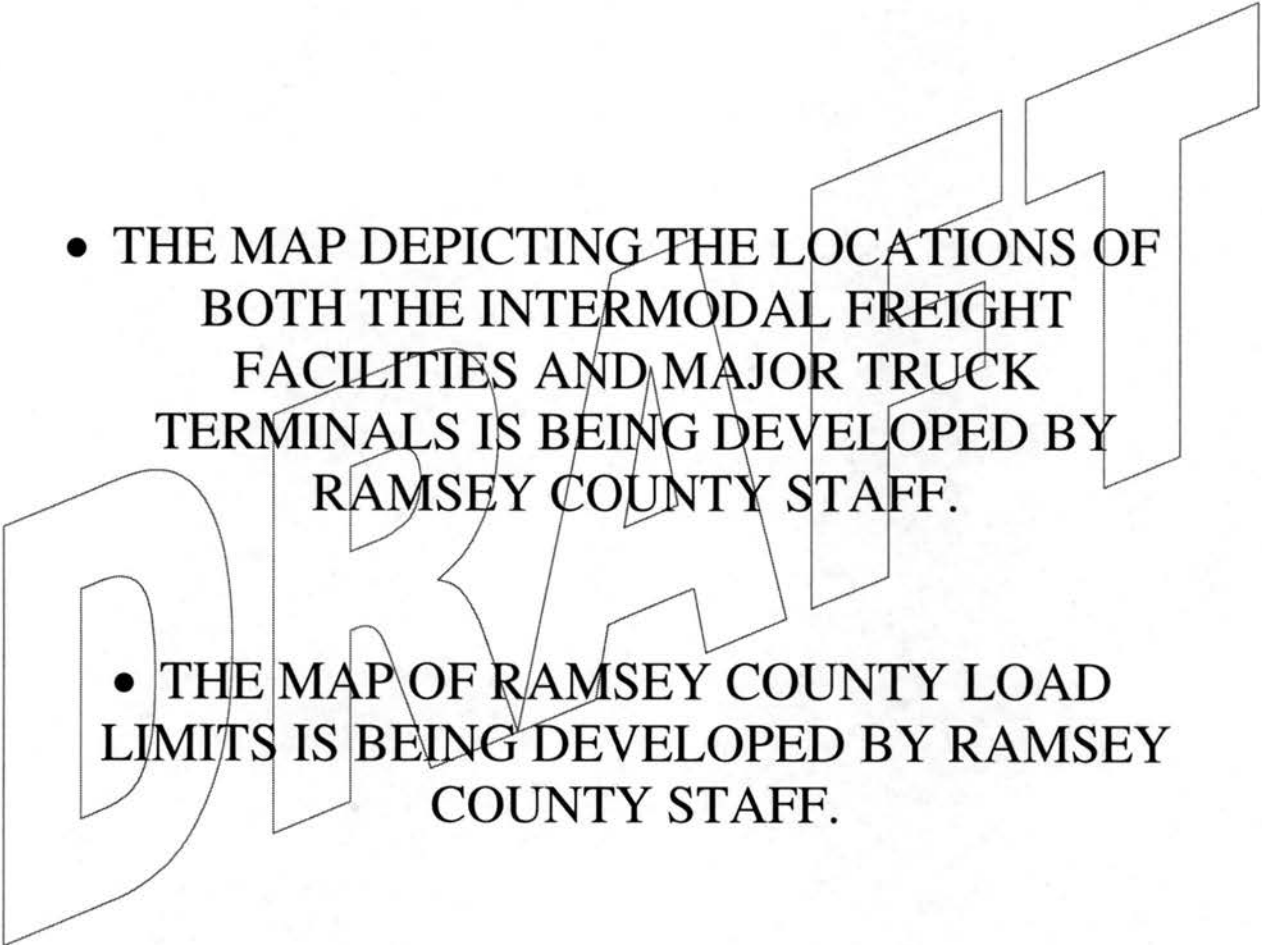
Commodity Type	Map Number	Name/ Location	Highway Access	Average Truck Vol./day	Capacity
Rail/Truck Intermodal Terminal	FF01	BN Midway Yard Pierce Butler Rte & Snelling Ave., St. Paul	Pierce Butler, North Prior & Snelling Ave.	470	N/A
Port-Grain/coal Sand-gravel	FF02	Child's Road Port Area -Hawkins Chemical -Westway Terminal Co. -Shiely yard A -Great Western Coal & Dock -Harvest States Terminal #2	Child's Road Warner Road TH 61	230	.3 mil bbl, 415,000 tons, and 1.3 mil bu
Pipeline/Petrol Products	FF03	Williams Brothers TC Terminal 2451 W. Co. Road. C Roseville	I-35W County Rd. C	Approx. 150	2.0 mil bbl
Petrol Products	FF04	Amoco, TC Terminal 2288 W. County Rd. C Roseville	I-35W County Rd. C	90	.58 mil bbl
Port-Asphalt Grain/Cement Fertilizer	FF05	Redrock Port Area: -Barton Enterprises Inc. -La Forge Corp. -Peavy Red Rock Elev. Red Rock Road, St. Paul	Red Rock Road Maxwell Ave. I-494 / TH61	275	.55 mil bbl, .5 mil bu & 130,000 tons
Port/Bulk	FF06	Alter Terminal 751 Barge Channel Rd. St. Paul	TH 56, Barge Channel Road	20	250,000 tons
Port/Fertilizer	FF07	Farmland Industries 50 Chester Street, St. Paul	TH 52, Plato Blvd., Alabama St	10	12,500 tons
Rail/Truck	FF08	Commercial Transload (MN: Commercial Railway) TH 280 & I-35W	TH 280 County Rd. B Industrial Blvd.	<10	N/A
Port/Bulk Liquid Fertilizer	FF09	Hawkins Terminal #2 701 Barge Channel Road St. Paul	Th 56, Barge Channel Road	6	+28,000 bbl

Source: Minnesota Department of Transportation: Motor Carrier Services and Office of Railroads and Waterways.

MAJOR TRUCK TERMINALS WITHIN RAMSEY COUNTY

Map Number	Name of Company	Location of Terminals	Number of Employees
	Independent Delivery Svc.	440 Minnehaha Ave. W. St. Paul, MN	100-249
	Midwest Delivery Svc., Inc.	540 Fairview Ave. N. St. Paul, MN	100-249
	Federal Express	261 Chester St. St. Paul, MN	100-249
	Quicksilver Express Courier	203 Little Canada Rd. E. St. Paul, MN	250-499
	Tyson Truck Lines	4825 Mustang Cir. Mounds View, MN	100-249
	Lakeville Motor Express	2975 Partridge Rd. Roseville, MN	100-249
	Indianhead Truck Line, Inc.	1947 County Road C W. Roseville, MN	100-249
	Trailwood Transportation	4825 Mustang Cir. Mounds View, MN	100-249
	USF Holland, Inc.	400 1st St. SW New Brighton, MN	100-249
	Hyman Freightways	2690 Prior Ave. N. St. Paul, MN	100-249
	Beltmann North American Co.	2480 Long Lake Rd. Roseville, MN	100-249
	Berger Transfer & Storage	2950 Long Lake Rd. Roseville, MN	100-249

Source: Metropolitan Division of the Minnesota Department of Transportation

- 
- THE MAP DEPICTING THE LOCATIONS OF BOTH THE INTERMODAL FREIGHT FACILITIES AND MAJOR TRUCK TERMINALS IS BEING DEVELOPED BY RAMSEY COUNTY STAFF.

- THE MAP OF RAMSEY COUNTY LOAD LIMITS IS BEING DEVELOPED BY RAMSEY COUNTY STAFF.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

AVIATION (COMMERCIAL TRANSPORTATION)

Define issue and how it relates to the vision:

Airplanes, like trucks, railroads and river barges, serve to move freight to and from markets within and outside the region. According to the Metropolitan Council, shippers will continue to expand their use of air freight, particularly for the rapid delivery of high-value goods and documents.

This issue supports the vision that the County transportation system will provide for the efficient movement of goods, protecting the economic vitality of the community.

Existing condition of issue:

(Table xxx. Map xxx.)

There are two airports within Ramsey County: the St. Paul Downtown airport, which is classified as an intermediate, primary reliever airport, and Benson Airport, an airport publicly owned by White Bear Township and limited to the public use of small, single-engine propeller aircraft.

The Anoka County-Blaine airport borders Ramsey County along County Road J. This airport is classified as a minor, secondary reliever, and is therefore confined to medium-size, twin-engine aircraft which are used primarily for training, pleasure and business flying.

Both the St. Paul Downtown and the Anoka County-Blaine airports are designated by the FAA as relievers for Minneapolis-St. Paul International (MSP).

Minneapolis-St. Paul International Airport is the international airport for the region. According to the Metropolitan Council, the air cargo handling capacity at MSP will need to be expanded to meet freight handling capacity needs.

The County is responsible for enforcing Minnesota Aeronautics Regulations (#14 MCAR 1.3013) concerning seaplane landing on these lakes: Bald Eagle Lake, Long Lake, Turtle Lake, White Bear Lake and Lake Owasso.

Expectations based on current trends:

St. Paul Downtown Airport functions as the primary reliever for the Minneapolis-St. Paul International Airport. A new air traffic control tower is under construction and is planned to be operational summer of 2000. Activity is expected to increase its functions both as a reliever and corporate airport.

An air traffic control tower has been built and is operating at the Anoka County-Blaine airport. Although adding another runway has not yet been approved, it is in the long-term comprehensive plan for Anoka County. If this expansion does proceed, capacity will be increased from 230,000 to 355,000 annual operations.

How do expectations fit the vision?

The Ramsey County roadway system can currently accommodate airport traffic unless major expansion occurs at the Anoka County-Blaine airport. If this expansion occurs, the County roadway system will be reevaluated to identify possible areas for improvement.

Provided County roads can legally carry heavy trucks on its roadway system, the County should be able to accommodate the increased air freight traffic.

What role does the County play in this issue?

The County has a limited role in airport related matters. Land use compatibility and associated noise and height restrictions are the responsibility of the Metropolitan Airport Commission (MAC), the Metropolitan Council, and affected municipalities.

The County will continue to work with municipalities and other government entities to monitor increased passenger traffic to MSP to ensure reasonable travel times to the airport for all County residents.

The County should ensure that roads to airport freight terminals address the operational needs of trucks to assure efficient truck access as well as the safety of the travelling public.

What policy should be in place to make the County play the role it should play?

A policy of maintaining a road system that safely accommodates trucks serving the airport.

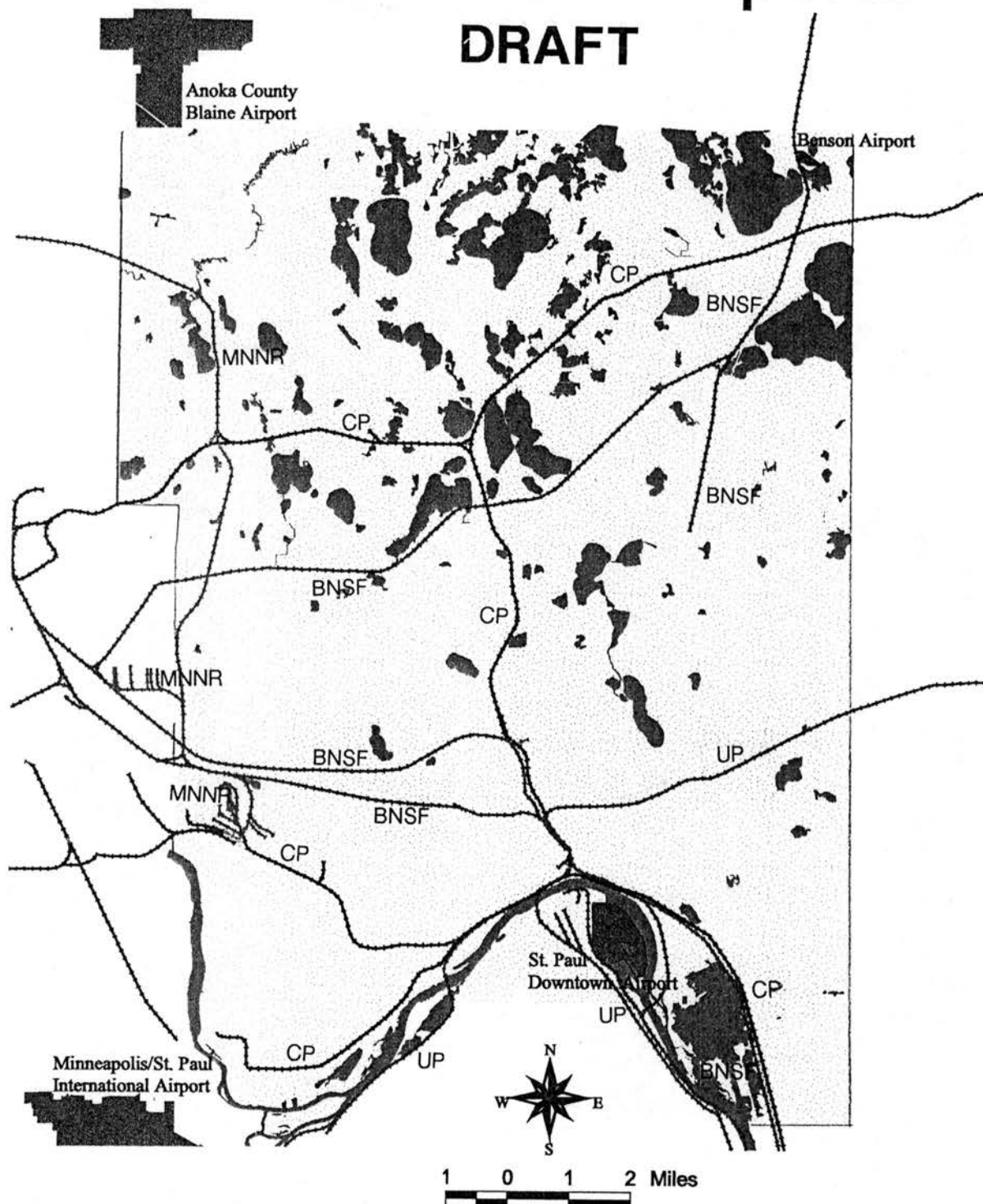
FUNCTIONAL & OPERATIONAL CHARACTERISTICS of METROPOLITAN AIRPORT FACILITIES

Airport Type	Functional Characteristics			Operational Characteristics		Area of Influence
	System Role	Airport Users Accommodated	Air-Service Access Provided	Primary Runway Length	Instrumentation Capacity	Approximate Airport Influence Area Radius
Major	Scheduled Air Service • Minneapolis-St. Paul International Airport	Air Carriers • Regional/Commuter • Passenger and Cargo • Supplemental/Charters • Air Cargo • Air Taxi • Corporate G.A. • Military	International, National, and Regional	10,000 feet	Precision	4-6 miles
Intermediate	Primary Reliever • St. Paul Downtown	General Aviation • Regional/Commuter • Air Taxi • Corporate/Business • Flight Training • Personal-use and Recreational • Military	International, National and Regional	8,000 feet 5,001 feet	Precision	2-4 miles
Minor	Secondary Reliever • Anoka County-Blaine • Airlake • Crystal • Flying Cloud • Lake Elmo • South St. Paul	• Air Taxi • Business G.A. • Flight Training • Personal Use and Recreational • Military	National, Regional and State	2,500 feet 5,000 feet	Precision or Nonprecision Approach	1-2 miles

Source: Metropolitan Council Aviation Policy Plan. 1996

Ramsey County Railroads and Airports

DRAFT



 Open Water
 Airports
 Ramsey County

 Burlington Northern Santa Fe
 Canadian Pacific
 Minnesota Commercial
 Union Pacific

Source: December 1996 Metropolitan Council Transportation Policy Plan Map.
Minnesota Department of Transportation Office of Railroads and Waterways.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

RAILROADS (COMMERCIAL TRANSPORTATION)

Define issue and how it relates the vision:

Railroads continue to play an important role in the economy of Ramsey County. Railways move freight to, and between, major urban areas and ports. Utilizing railroads to move freight can help relieve highway congestion and road wear by reducing truck traffic. Ramsey County monitors the abandonment of railroad lines to determine impacts on land use and the County highway system.

This issue relates to the County vision supporting a system that will provide for the efficient movement of goods, protecting the economic vitality of the community.

This issue corresponds with the Economic Development vision that businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products.

This issue supports the Land Use strategy of identifying uses for, and coordinate use of, abandoned properties.

This issue relates to the Transit vision that the County, in cooperation with involved municipalities, will provide land use planning that fosters increased use of transit.

Existing conditions of issue:

Based on the number of train movements, traffic volume and overall scope of operations, the Burlington Northern & Santa Fe Railway Co. (BNSF) is the dominant carrier in the Twin Cities, followed by the Canadian Pacific Rail System (CP Rail) and the Union Pacific Railroad (UP). These three railroads are considered major, or Class I, railroads. The Minnesota Commercial Railway Co. (MNNR) is a Class III, private carrier that services local industry. (MnDOT's Office of Railroads and Waterway's Twin Cities Rail Study.)

Volume at BNSR's Midway Intermodal Yard in St. Paul has grown 29 percent from 1990 through 1994 (Minnesota Intermodal Railroad Terminal Study¹).

The Twin Cities remains a fairly important operational hub for UP as it is the junction point for routes to Duluth-Superior, Sioux City, Omaha, Des Moines, Kansas City, Milwaukee and Chicago.

According to the Twin Cities Rail Study, the Twin Cities has historically been a key location for CP Rail. Corporate headquarters are located in Minneapolis, and Shoreham Yard, located in northeast Minneapolis, is the second busiest terminal on the entire CP system. St. Paul Yard is one of two major classification yards on the CP Rail system.

Expectations based on current trends:

There will be 31 at grade railroad crossings in Ramsey County once turnbacks are completed. Railroad crossings represent points of increased accident risk and maintenance problems.

According to the Metropolitan Council, trucking firms will continue to establish strategic alliances with railroads to move freight intermodally by containers and trailers. Small package handlers will continue to rapidly expand through extension of overseas service. These handlers will extend their service as logistic providers to small businesses.

According to the Minnesota Intermodal Railroad Terminal Study (MIRTS): nationally, intermodal shipping has been growing rapidly, currently comprising about fifteen percent of all U.S. shipping, and growing approximately eight percent each year. However, even with operational improvements, BNSR's Midway yard would not be able to absorb projected growth past 1997, and Shoreham yard beyond 2012.

Proposals for rail abandonment are processed by MnDOT. The County has an opportunity to comment on the proposals in two ways: to consider the effect of the proposed abandonment, and to suggest uses for the abandoned railways.

At present, with the exception of Amtrak sharing CP Rail's line along the Mississippi River, railroads in the County are used exclusively for freight transportation. In the future, there may be additional opportunities for use of existing facilities for passenger service, or a combination of freight and passenger service (e.g. accommodating passengers during rush hour).

The design of several railroad bridge structures within Ramsey County cause a "bottleneck" or "pinch point" condition as each roadway has been reduced in width to accommodate the narrow road opening provided with each bridge structure. These reduced roadway widths are not in compliance with current highway design standards.

¹ MIRTS is made up of representatives from the Metropolitan Council, MnDOT, BNSR, CP, and UP railroads.

What needs to be done to influence the future and change the expectations?

Railroad crossings should be rebuilt or, where possible, removed to decrease accident possibilities as well as maintenance costs.

Construct a new multiuser intermodal terminal in the Twin Cities area to accommodate increases in intermodal shipping and provide for the efficient movement of goods.

Evaluate abandoned railroad lines for potential transportation possibilities.

Jurisdiction of railroad bridges that impede traffic flow on the County roadway system should be transferred from the railroad to the appropriate government agency.

What role does the County play in this issue?

The County will work with MnDOT to identify safety issues at rail crossings within Ramsey County. Where appropriate, the County will coordinate solutions to safety issues, such as rubberized crossings, signage, and grade separated crossings, with the affected agencies.

Ramsey County will work with government agencies and the public regarding the location of any multiuser intermodal terminal facility impacting the County.

At the time MnDOT processes railroad abandonment proposals, the County should evaluate the proposals and suggest uses for these corridors, such as trails or LRT.

The County will continue to work with the railroads on bridge reconstruction issues.

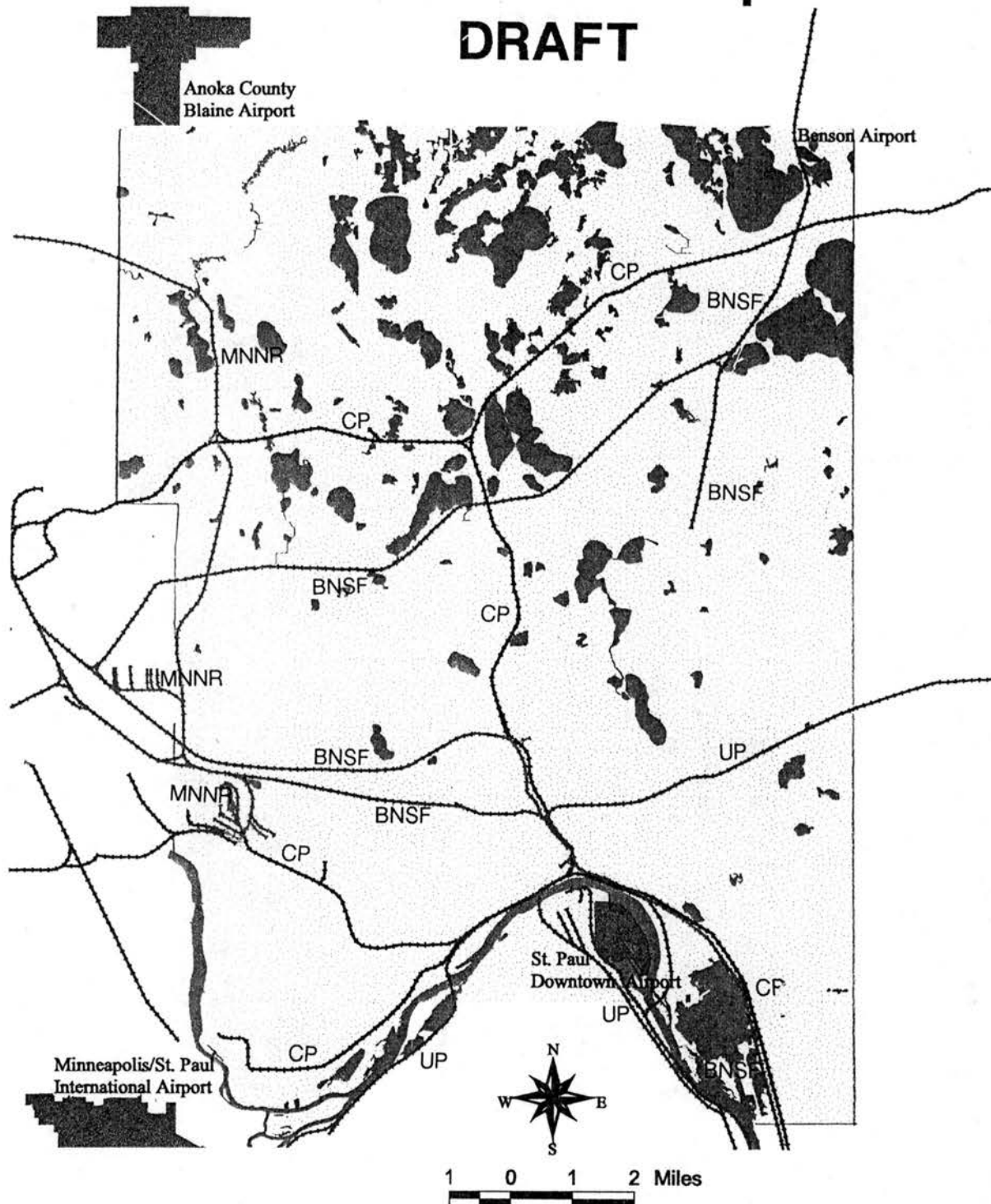
What policy should be in place regarding this issue to make the County play the role it should play?

A policy of acquiring abandoned railroad corridors.

A policy of obtaining jurisdiction over railroad bridges that impede the movement of motorized and nonmotorized traffic on the County roadway system.

Ramsey County Railroads and Airports

DRAFT



 Open Water
 Airports
 Ramsey County

 Burlington Northern Santa Fe
 Canadian Pacific
 Minnesota Commercial
 Union Pacific

Source: December 1996 Metropolitan Council Transportation Policy Plan Map.
Minnesota Department of Transportation Office of Railroads and Waterways.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

BICYCLE/PEDESTRIAN

Define issue and how it relates to the vision:

In the report, Plan B: The Comprehensive State Bicycle Plan, the State of Minnesota estimates that 60% of all Minnesotans bicycle, that bicycling is the most popular recreational activity in the state, and that almost all demographic groups are found among the bicycling public. Providing and maintaining a regional transportation system of bicycle/pedestrian pathways throughout Ramsey County contributes both recreational and work-commute opportunities for residents. Bicycle routes provide efficient transportation in conjunction with environmental and traffic congestion improvements.

Bikeway systems operate under three levels of jurisdiction: municipal, county and state.* Each system performs its function in the overall network by providing bicycle accessibility at the appropriate scale. The County system provides the link between municipal and state networks.

Regardless of jurisdiction, the majority of bike trails within Ramsey County also serve as pedestrian trails. Pedestrian pathways contribute to the overall intermodal transportation system by providing connections to neighborhoods, businesses, transit, employment, community centers and parks. Studies suggest that walking rates are almost four times higher in pedestrian-friendly neighborhoods with well-connected streets and sidewalks and nearby commercial destinations.

The bicycle/pedestrian issue corresponds to the land use (vision) strategy of advocating sustainable, low-energy-use modes of transportation.

*The bicycle/pedestrian pathways discussed in this issue paper generally do not include bicycle/pedestrian trails within County or municipal parks. Trails within parks tend to serve a recreational rather than a transportation function. Those bicycle/pedestrian trail systems are discussed in detail in the Parks and Recreation System Plan, and in the Parks and Recreation section of municipal comprehensive plans.

Because municipalities direct land use, municipalities should work with the County at the development process to assist with right of way needs for bicycle/pedestrian routes.

What role does the County play in this issue?

Ramsey County pays for 25% of all bicycle/pedestrian paths adjacent to County roadways when that roadway is either under reconstruction or a component of a Ramsey County TIP project.

Ramsey County has mapped existing bicycle trails. (Map xxx: Ramsey County staff is working with the staffs of County municipalities to develop a County bicycle map.)

What policy should be in place to make the County play the role it should play?

A policy that the County will participate in future bicycle/pedestrian pathways. Whenever possible, the County will coordinate bicycle/pedestrian routes with municipal bicycle/pedestrian routes to form a comprehensive bicycle/pedestrian transportation system.

A policy that municipalities will involve Ramsey County at the beginning of project development processes in order to coordinate right of way needs and to ensure that municipal and County trails connect.

A policy of constructing off-road bicycle/pedestrian trails in conjunction with all County road projects whenever feasible.

The bicycle/pedestrian issue supports the parks and open space vision of allowing people to move from open space to open space being enabled by 'greenways' containing trails for pedestrian, bicycle or other nonmotorized traffic.

The County vision supports providing a coordinated system of thoroughfares, highways, streets, and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

The County vision supports maximizing all opportunities for grants and funding to offset taxpayer burden because the federal Transportation Equity Act for the 21st Century (TEA-21) provides funding for the establishment of bicycle/pedestrian trails.

Existing condition of issue:

Ramsey County has jurisdiction of pedestrian traffic crossing county roads. Municipalities have direct control over pedestrian systems. Each municipality determines its own criteria for the location of sidewalks. The only sidewalks the County maintains are on County bridges.

Ramsey County pays for 25% of all bicycle/pedestrian paths adjacent to County roadways when that roadway is either under reconstruction or a component of a Ramsey County Transportation Improvement Program (TIP) project.

Ramsey County monitors traffic volumes and accidents (including bicycle/pedestrian accidents), providing valuable safety feedback.

Expectations based on current trends:

Bicycle/pedestrian facilities will continue to be provided by municipalities, MnDOT, the Minnesota Department of Natural Resources (Mn/DNR), Ramsey County Parks and Recreation, and Ramsey County Public Works.

What needs to be done to influence the future and change the expectations?

Standards of the American Association of State Highway and Transportation Officials (AASHTO) and the State of Minnesota regarding bicycle/pedestrian criteria should be followed to the extent permissible by factors such as road widths and available right of way.

Ramsey County should assist municipalities in the development of facilities that allow the bicycle to become a viable transportation option.

Bicycle/pedestrian trails should be connected at municipal, county, park and state levels in order to form a comprehensive system of safe and convenient trails.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

November 10, 1998

Date

Board Action Requested

Update on Activities

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting

County Attorney

Risk Management

K. DeSpiegelaere 11/10/98
Dan Marshall

Documentation certified complete for:

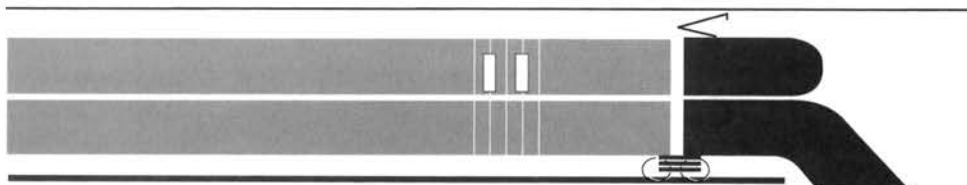
November 17, 1998

Board Date

Kristine A. Longhenry
Signature

11-10-98

Date



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere

SUBJECT: Update on Activities

DATE: November 8, 1998

The following activities have occurred in the last month pertaining to Railroad Authority work:

St. Paul Transit Vision Advisory Task Force

The St. Paul Transit Vision Advisory Task Force has had three meetings. The group will develop priorities for transit for St. Paul for recommendation to the County Regional Railroad Authority, Mayor and City Council of St. Paul. The 20 members are co chaired by John Labosky, Ruby Hunt and Art Leahy. They anticipate making recommendations in early January.

Minnesota Department of Transportation Commuter Rail Study

Mn/DOT is completing a study of commuter rail routes in the Twin Cities metro area. The likely recommendations if implementation occurs are these locations:

1. Minneapolis to Elk River
2. Minneapolis to St. Paul as part of the Elk River line or the Hastings line
3. St. Paul to Hastings
4. Minneapolis to Lakeville.

Additional lines, including the line to Forest Lake, would be implemented later. See map attached.

Riverview Corridor Major Investment Study

The Riverview Corridor Major Investment Study is beginning. There is likely to be a scoping meeting in January. The

first step in the process is interviews with stakeholders and development of a plan of how we will work with the public.

Red Rock Corridor

The Red Rock Corridor (Minneapolis-St. Paul to Hastings) is considering a joint powers agreement.

Rush Line Corridor

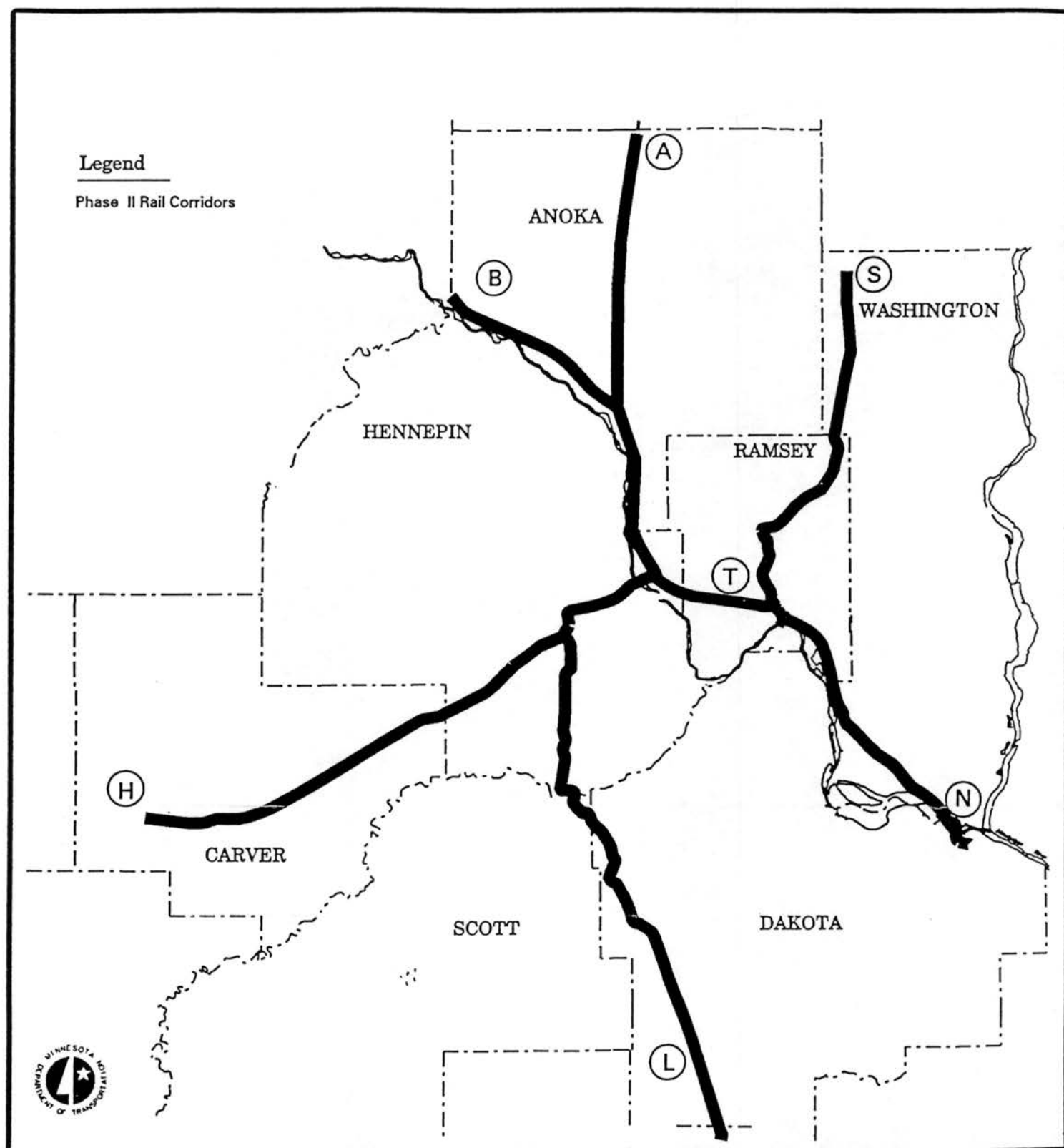
The Rush Line Corridor (St. Paul to Rush City) is considering a work plan and budget for 1999. A task force and steering committee representing local units of government have met since mid summer.

Access to Jobs Transportation

The Federal Transit Administration is accepting grants for access to jobs for low income and welfare clients on December 31. Metro counties are working with the Metropolitan Council and Metro Transit to prepare an application for this region.

A best practices forum will be held on welfare to work transportation on February 11, 1999 at the Radisson St. Paul Hotel. The Metro Light Rail Transit Joint Powers Board is the sponsor, with assistance from a McKnight Foundation grant.

MnDOT Twin Cities Metropolitan Commuter Rail Study Phase II Route Locations



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpieglaere
Authorized Signature

November 10, 1998
Date

Board Action Requested

Resolution of support for Rush Line activities.

ACTION IS REQUESTED

Request Justification

Draft resolution is attached, along with resolutions from Washington County RRA, Chisago County RRA, City of White Bear Lake and City of Wyoming.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:
November 17, 1998

Board Date

[Signature] 11/10/98

[Signature]

Kristine A. Longhenry
Signature

11-10-98
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

Resolution supporting communities along Highway 61 from downtown St. Paul to Rush City in working together as a group to establish common goals and plan for rail transit and trails in the Rush Line corridor

WHEREAS, Highway 61 runs through Ramsey County; and

WHEREAS, The Ramsey County Regional Railroad Authority has committed to preserve this corridor for future rail transit initiatives; and

WHEREAS, The Minnesota Department of Transportation is currently conducting a commuter rail study which has recommended this corridor for further study in Phase II; and

WHEREAS, The townships, cities and counties along the Rush Line corridor have met and decided to establish a steering committee to discussion mission, goals and issues; and

WHEREAS, The Counties of Ramsey, Washington and Chisago are interested in working as partners with the local communities to plan for the future of the north TH 61 (Rush Line) corridor; and

WHEREAS, The Counties of Ramsey, Washington and Chisago have taken the lead in establishing a steering committee; and

WHEREAS, A Commissioner from Ramsey County Regional Railroad Authority participates on the Steering Committee; Now Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority supports the cooperation between the townships, cities and counties to plan for the future of rail transit and trails in the Rush Line corridor from downtown St. Paul to Rush City.

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

WASHINGTON REGIONAL RAILROAD AUTHORITY
BOARD OF COMMISSIONERS
WASHINGTON COUNTY, MINNESOTA

RESOLUTION NO. RRA-98-01

DATE September 15, 1998

DEPARTMENT Public Works - Tech & Admin.

MOTION BY COMMISSIONER Peterson

SECONDED BY COMMISSIONER Hegberg

**Resolution Supporting Communities Along North State Trunk Highway (TH) 61 from
Downtown St. Paul to Rush City in Working Together as a Group to
Establish Common Goals and Plan for Commuter Rail and Trails in the Corridor**

WHEREAS, the Washington County Regional Rail Authority owns 9.5 miles of the 12 mile railroad corridor along TH 61 in the northern part of the County; and

WHEREAS, the RRA has committed to preserve this corridor for future rail transit initiatives; and

WHEREAS, in the short term the RRA is planning for implementation of a multi-modal pedestrian trail; and

WHEREAS, the Minnesota Department of Transportation (Mn/DOT) is currently conducting a Commuter Rail Study which has recommended this corridor for further study in Phase II and it will be included in a Commuter Rail implementation plan for the Twin Cities Region at the conclusion of Phase II; and

WHEREAS, the townships, cities and counties along this corridor have met and decided to establish a steering committee to discuss mission, goals and issues; and

WHEREAS, the Counties of Ramsey, Washington and Chisago are interested in working as partners with the local communities to plan for the future of the North TH 61 Corridor,

WHEREAS, the Counties of Ramsey, Washington and Chisago are willing to take the lead in establishing a steering committee; and

WHEREAS, two Commissioners from the Washington County Regional Railroad Authority will participate on the steering committee;

NOW, THEREFORE, BE IT RESOLVED, that the Washington County Regional Rail Authority supports the cooperation between the townships, cities and counties to plan for the future of commuter rail and trails in the North TH 61 Corridor from downtown St. Paul to Rush City.

ATTEST:


COUNTY ADMINISTRATOR


VICE-CHAIRMAN, REGIONAL RAILROAD AUTHORITY

ABRAHAMSON
HAUSER
HEGBERG
PETERSON
STAFFORD

YES

NO

X
X
X
X
X

2

DRAFT

RESOLUTION NO. 980902-1

SUPPORTING CONTINUED MUTUAL
DISCUSSIONS AMONG SEVERAL COUNTIES
FOR PROVISION OF COMMUTER RAIL SERVICES

BE IT RESOLVED that the Chisago County Board of Commissioners and the Chisago County Regional Rail Authority hereby agree to be partners in, and endorse the continuance of, discussions between and among the County Boards and Rail Authorities of the Counties of Ramsey, Washington and Chisago as well as the respective townships and cities thereof regarding the development of commuter rail to serve the citizens of our communities.

RESOLUTION NO. 8368

**Resolution supporting Communities along Highway 61
from downtown St. Paul to Rush City in working together
as a group to establish common goals and plan for
Rail Transit and Trails in the Corridor**

WHEREAS, The Minnesota Highway 61 runs through White Bear Lake; and

WHEREAS, the City of White Bear Lake is committed to preserve this corridor for future rail transit initiatives; and

WHEREAS, in the short term the City is interested in continued planning for implementation of a multi-modal pedestrian trail; and

WHEREAS, the Minnesota Department of Transportation is currently conducting a Commuter Rail Study which has recommended this corridor for further study in Phase II.; and

WHEREAS, the townships, cities and counties along this corridor have met and decided to establish a steering committee to discuss mission, goals and issues; and

WHEREAS, the Counties of Ramsey, Washington and Chisago are willing to take the lead in establishing a steering committee; and

WHEREAS, the Mayor of White Bear Lake will appoint two representatives of White Bear Lake to participate in the steering committee;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of White Bear Lake supports the cooperation between the townships, cities and counties to plan for the future of rail transit and trails in the Highway 61 Corridor from downtown St. Paul to Rush City.

BE IT FURTHER RESOLVED, that the Ramsey County Board, the Ramsey County Regional Rail Authority and other agencies having transportation jurisdiction in Ramsey County are hereby petitioned to take all actions necessary to expedite the acquisition of the Burlington Northern right-of-way between Beam Avenue and the north county line for future transit use and cause the construction of a recreation trail between the Soo Line Railway and Beam Avenue. -

The foregoing resolution, offered by Councilmember ANDERSON and supported by Councilmember DEVORE, was declared carried on the following vote:

Ayes: ANDERSON, BRIGGS, DEVORE, JOHNSTONE, LEMIRE

Nays: NONE

Passed: OCTOBER 27, 1998


Paul L. Auger, Mayor

ATTEST:


Cory L. Bengtson, City Clerk

COPY

City of Wyoming}
County of Chisago}
State of Minnesota}

Resolution No. 11-2-98

**RESOLUTION SUPPORTING COMMUNITIES ALONG NORTH STATE
TRUNK HIGHWAY (TH) 61 FROM DOWNTOWN ST. PAUL TO RUSH CITY IN
WORKING TOGETHER AS A GROUP TO ESTABLISH COMMON GOALS
AND PLAN FOR RAIL TRANSIT AND TRAILS IN THE CORRIDOR**

WHEREAS the North TH 61 Railroad Corridor runs through the City of Wyoming; and

WHEREAS the City of Wyoming is committed to preserve this corridor for future rail transit initiatives;
and

WHEREAS in the short term the City of Wyoming is interested in continued planning for implementation
of a multi-modal pedestrian trail; and

WHEREAS the Minnesota Dept. Of Transportation (MnDOT) is currently conducting a Commuter Rail
Study which has recommended this corridor for further study in Phase II and it will be included in a
Commuter Rail implementation plan for the Twin Cities Region at the conclusion of Phase II; and

WHEREAS the townships, cities, and counties along this corridor are willing to take the lead in
establishing a steering committee; and

WHEREAS one Council representative from the City of Wyoming will participate in the steering
committee or other committee as needed;

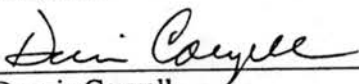
NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WYOMING that
the City supports the cooperation between the townships, cities, and counties to plan for the future of rail
transit and rails in the North TH 61 Corridor from downtown St. Paul to Rush City.

Passed and adopted this 2nd day of November, 1998.



Neil H. Gatzow
Mayor

ATTEST:



Dennis Coryell
City Administrator

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

November 10, 1998
Date

Board Action Requested

Ratify quarterly report of payments for July 1 through September 30, 1998.

ACTION IS REQUESTED

Request Justification

See attached:

1. Proposed Resolution
2. Memorandum from J. Van Houdt, dated October 7, 1998
3. Budget Condition Report as of September 30, 1998

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 17, 1998

Board Date

Kristine A. Longhenry
Signature

11-10-98

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 July 1, 1998 through September 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: 651-266-8041
Fax: 651-266-8066

MEMORANDUM

TO: Terry Schutten, County Manager

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

DATE: October 7, 1998

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: July - September 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	\$ 62,771.28
59109 Northeast Corridor Maintenance Kellogg to Beam	4,503.32
59112 Northeast Corridor Beam to No. County Line	4,800.00
59114 Riverview Corridor Transit Study	<u>5,750.00</u>
	<u>\$77,824.60</u>

We are attaching the following reports:

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

JVH:TCO:tco
Attachments

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

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							
--	49,243.08	9,413.59	25,585.41	39,829.49	14,244.08	0.00	5,756.92	19.12
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	14,581.00	10,419.00	20,419.00	10,000.00	0.00	0.00	41.66
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	5,912.60	0.00	6,667.94	6,667.94	3,580.54	0.00	47.00
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	121,458.47	67,471.20	0.00	53,987.27	53,987.27	0.00	8,695.53	55.55
020202	POSTAGE							
--	1,500.00	488.50	0.00	1,011.50	1,011.50	0.00	0.00	32.57
020207	TELEPHONE LONG DISTANCE CHARGES							
--	200.00	95.61	0.00	104.39	104.39	0.00	0.00	47.81
020208	TELEPHONE-LOCAL SERVICE							
--	2,100.00	798.00	0.00	1,302.00	1,302.00	0.00	0.00	38.00
020209	TELEPHONE-EQUIPMENT RENTAL							
--	200.00	0.00	0.00	200.00	200.00	0.00	0.00	
020214	TELEPHONE-CELLULAR SERVICE							
--	0.00	326.52	0.00	326.52CR	326.52CR	0.00	0.00	
020217	PAGER SERVICES							
--	0.00	79.88	0.00	79.88CR	79.88CR	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 *				
020301	TRANSPORTATION ALLOWANCE	1,600.00	887.71	0.00	712.29	712.29	0.00	0.00 55.48
020305	MESSENGER SERVICE	850.00	191.10	0.00	658.90	658.90	0.00	0.00 22.48
020402	ADVERTISING & PROMOTION	0.00	26.03	0.00	26.03CR	26.03CR	0.00	0.00
020501	PRINTING & STATIONERY	5,000.00	3,072.90	0.00	1,927.10	1,927.10	0.00	0.00 61.46
020611	LIABILITY & PROPERTY DAMAGE	850.00	1,372.50	0.00	522.50CR	522.50CR	0.00	0.00 161.47
020803	EQUIPMENT & MACHINERY REPAIRS	2,000.00	792.80	0.00	1,207.20	1,207.20	0.00	0.00 39.64
020906	BUILDINGS & OFFICE SPACE	12,883.00	12,662.00	0.00	221.00	221.00	0.00	0.00 98.28
020909	PARKING SPACE	800.00	502.19	0.00	297.81	297.81	0.00	0.00 62.77
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	830.00	0.00	330.00CR	330.00CR	0.00	0.00 166.00
021403	CONFERENCE & SEMINAR EXPENSES	10,263.00	15,764.24	0.00	5,501.24CR	5,501.24CR	0.00	0.00 153.60
021407	OTHER TRAVEL	10,000.00	0.00	0.00	10,000.00	10,000.00	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 *				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	200.00	0.00	200.00	200.00	0.00	0.00	
021409	CED MEETING EXPENSES ACCOUNT	2,950.00	920.78	2,029.22	2,029.22	0.00	50.00	31.21
022213	TRANSIT JOINT POWERS	20,000.00	19,670.00	330.00	330.00	0.00	0.00	98.35
TOTL 02		305,607.09	157,058.65	148,548.44	112,544.03	3,580.54	14,502.45	51.39
030101	OFFICE SUPPLIES	2,800.00	337.65	2,462.35	2,462.35	0.00	0.00	12.06
030201	COMPUTER OPERATING SUPPLIES	1,000.00	329.29	670.71	670.71	0.00	0.00	32.93
TOTL 03		3,800.00	666.94	3,133.06	3,133.06	0.00	0.00	17.55
040303	OFFICE FURNITURE AND EQUIPMENT	800.00	0.00	800.00	800.00	0.00	0.00	
040306	COMMUNICATIONS EQUIPMENT	2,176.38	2,176.38	0.00	0.00	2,176.38	0.00	100.00
CURR ORG-TOT		312,383.47	159,901.97	152,481.50	116,477.09	5,756.92	14,502.45	51.19

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	206,492.14	36,004.41	152,481.50	116,477.09	5,756.92	31,798.94	57.52	

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	

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
59106	RIGHT-OF-WAY ACQUISITION							
020174	COUNTY ATTORNEY SERVICES							
--	151.61	0.00	0.00	151.61	151.61	0.00	0.00	
020176	COUNTY MANAGER-SERVICES							
--	1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES							
--	163.92	0.00	0.00	163.92	163.92	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
--	329.96	0.00	0.00	329.96	329.96	0.00	0.00	
020192	SURVEYING SERVICE							
--	95.63	0.00	0.00	95.63	95.63	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES							
--	3,608.31	0.00	0.00	3,608.31	3,608.31	0.00	0.00	
020202	POSTAGE							
--	96.05	0.00	0.00	96.05	96.05	0.00	0.00	
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	16,382.66	0.00	15,357.34	15,357.34	22,000.00	0.00	51.62
	IMPROVEMENTS OTHER THAN BUILDINGS							
020802	10,651.00	0.00	0.00	10,651.00	10,651.00	0.00	480.00	
	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	
	SIGNS & SIGN REPAIRS							
030507	480.00	480.00	0.00	0.00	0.00	480.00	0.00	100.00
CURR ORG-TOT	50,871.00	16,862.66	0.00	34,008.34	34,008.34	22,480.00	480.00	33.15

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 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	20,815.18	1,729.50	35,737.84	34,008.34	22,480.00	15,108.30	36.81	

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
59112	NE CORRIDOR BEAM TO N CO LINE							
020102	CONSULTING SERVICES 3,340.00	3,250.00	0.00	90.00	90.00	3,240.00	0.00	97.31
020192	SURVEYING SERVICE 51,132.76	31,000.00	0.00	20,132.76	20,132.76	0.00	250.00	60.63
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	GROUPS-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	37,909.75	0.00	2,064,363.98	2,064,363.98	3,490.00	25,490.00	1.80

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
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

BA280 BUDGET CONDITION REPORT
RFBA280 09 29 98

RAMSEY COUNTY
ACCOUNTING DEPT
09 30 98

PAGE 105

PCT OF YEAR ELAPSED = 74.79

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
R97 59114	RIVERVIEW TRANSIT CORRIDOR STUDY							
000000	84,322.65	84,322.65	0.00	0.00	0.00	85,525.82	1,203.17	100.00
ORG-TOT	93,068.18	93,068.18	0.00	0.00	0.00	94,271.35	1,203.17	100.00

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
59116	PHALEN BERM AGREEMENT							
	MISCELLANEOUS							
021115	32,500.00	0.00	0.00	32,500.00	32,500.00	32,500.00	0.00	
ORG-TOT	32,500.00	0.00	0.00	32,500.00	32,500.00	32,500.00	0.00	
ACT-TOT	3,427,093.97	358,285.25	37,733.91	3,068,808.72	3,031,074.81	158,498.27	73,600.41	10.45
5 FC	3,427,093.97	358,285.25	37,733.91	3,068,808.72	3,031,074.81	158,498.27	73,600.41	10.45
FUND CURR TOT	3,290,499.13	223,419.91	36,004.41	3,067,079.22	3,031,074.81	72,972.45	40,472.45	6.79
FUND R97 TOT	136,594.84	134,865.34	1,729.50	1,729.50	0.00	85,525.82	33,127.96	98.73
FUND TOTAL	3,427,093.97	358,285.25	37,733.91	3,068,808.72	3,031,074.81	158,498.27	73,600.41	10.45

R A M S E Y C O U N T Y
B U D G E T A C C O U N T I N G

PAGE 1
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
RAMSEY COUNTY REGIONAL RAILROAD AUTH									
		020102	CONSULTING SERVICES						
	59101	020102	CA	PA634	080798	00195023	800.00	STEVENS	KENNETH
			CA	PA634	081498	00197671	1,556.00	STEVENS	KENNETH
			CA	PA635	072198	00189854	2,968.04	GOFF AND HOWARD INC.	
			CA	PA635	081498	00197672	430.75	GOFF AND HOWARD INC.	
		020102	5,754.79						
		020154	LEGISLATIVE REPRESENTATIVE						
	59101	020154	CA	PA565	072498	00189901	2,083.00	LOCKRIDGE GRINDAL NAUEN	
			CA	PA565	082598	00200249	2,083.00	LOCKRIDGE GRINDAL NAUEN	
		020154	4,166.00						
		020185	DATA PROCESSING SERVICES-MTCE						
	59101	020185	IC	92635	071098	00185228	3,821.71	IC TRNSF PMT 574 57401	301385 C08297 01
			IC	94888	080798	00194189	22.78	IC TRNSF PMT 574 57401	301385 C08431 01
			IC	95022	081498	00196173	272.94	IC TRNSF PMT 574 57401	301385 C08381 01
			IC	96642	090498	00202977	237.41	IC TRNSF PMT 574 57401	301385 C08495 01
		020185	4,354.84						
		020193	COUNTY PROJECT MANAGEMENT SERVICES						
	59101	020193	IC	92176	070298	00182846	1,504.04	IC TRNSF PMT 400 47101	300418 B04579 01
			IC	92176A	070298	00182846	44.84	IC TRNSF PMT 400 47101	300166 B04579 02
			IC	92770	071098	00185228	146.84	IC TRNSF PMT 400 47101	300418 B04578 01
			IC	92770A	071098	00185228	4.40	IC TRNSF PMT 400 47101	300166 B04578 02
			IC	92773	071098	00185228	6,361.80	IC TRNSF PMT 400 47101	300434 B04577 01
			IC	92773A	071098	00185228	190.90	IC TRNSF PMT 400 47101	300166 B04577 02
			IC	92776	071098	00185228	1,604.28	IC TRNSF PMT 400 47101	300434 B04576 01
			IC	92776A	071098	00185228	48.14	IC TRNSF PMT 400 47101	300166 B04576 02
			IC	95023	081498	00196173	1,327.68	IC TRNSF PMT 400 47101	300434 B04668 01
			IC	95023A	081498	00196173	39.84	IC TRNSF PMT 400 47101	300166 B04668 02
			IC	95033	081498	00196173	8,256.51	IC TRNSF PMT 400 47101	300434 B04667 01
			IC	95033A	081498	00196173	247.76	IC TRNSF PMT 400 47101	300166 B04667 02
			IC	95035	081498	00196173	1,583.20	IC TRNSF PMT 400 47101	300418 B04666 01
			IC	95035A	081498	00196173	47.20	IC TRNSF PMT 400 47101	300166 B04666 02
			IC	96275	090498	00202977	1,345.72	IC TRNSF PMT 400 47101	300418 B04685 01
			IC	96275A	090498	00202977	244.56	IC TRNSF PMT 400 47101	300418 B04685 02
			IC	96275B	090498	00202977	40.12	IC TRNSF PMT 400 47101	300166 B04685 03
			IC	96275C	090498	00202977	7.32	IC TRNSF PMT 400 47101	300166 B04685 04

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 2
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT

PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020193	IC	96287	090498	00202977	5,725.62	IC TRNSF PMT 400 47101	300434 B04683 01
			IC	96287A	090498	00202977	171.81	IC TRNSF PMT 400 47101	300166 B04683 02
			IC	96287B	090498	00202977	911.68	IC TRNSF PMT 400 47101	300434 B04683 03
			IC	96287C	090498	00202977	27.36	IC TRNSF PMT 400 47101	300166 B04683 04
			IC	96288	090498	00202977	165.96	IC TRNSF PMT 400 47101	300434 B04682 01
			IC	96288A	090498	00202977	4.98	IC TRNSF PMT 400 47101	300166 B04682 02
	020193			30,052.56					
	020202	POSTAGE							
	59101	020202	IC	93659	072498	00189904	126.05	IC TRNSF PMT 521 52104	350323 W03744 01
			IC	95391	082198	00198706	32.53	IC TRNSF PMT 521 52104	350323 W03779 01
	020202			158.58					
	020207	TELEPHONE LONG DISTANCE CHARGES							
	59101	020207	IC	92767	071098	00185228	23.78	IC TRNSF PMT 578 57801	301601 Y03131 01
			IC	95236	081498	00196173	45.43	IC TRNSF PMT 578 57801	301601 Y03250 01
	020207			69.21					
	020208	TELEPHONE-LOCAL SERVICE							
	59101	020208	IC	92779	071098	00185228	143.70	IC TRNSF PMT 578 57801	301602 Y03046 01
			IC	92779A	071098	00185228	15.90	IC TRNSF PMT 578 57801	301602 Y03046 02
			IC	93653	072498	00189904	143.70	IC TRNSF PMT 578 57801	301602 Y03188 01
			IC	93653A	072498	00189904	15.90	IC TRNSF PMT 578 57801	301602 Y03188 02
			IC	95313	081498	00196173	143.70	IC TRNSF PMT 578 57801	301602 Y03289 01
			IC	95313A	081498	00196173	15.90	IC TRNSF PMT 578 57801	301602 Y03289 02
	020208			478.80					
	020214	TELEPHONE-CELLULAR SERVICE							
	59101	020214	CA	97008	092298	00209113	326.52	AIRTOUCH CELLULAR, BELLEVUE	
	020214			326.52					
	020301	TRANSPORTATION ALLOWANCE							
	59101	020301	MC	073765	071798	00188871	88.23	DESPIEGELAERE	KATHRYN
			MC	073766	071798	00188871	87.28	DESPIEGELAERE	KATHRYN
			MC	073767	071798	00188871	113.38	DESPIEGELAERE	KATHRYN
			MC	078964	092298	00209114	31.20	BODIN	DENNIS
			MC	078965	092298	00209114	41.60	BODIN	DENNIS

R A M S E Y C O U N T Y
B U D G E T A C C O U N T I N G

PAGE 3
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT

PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020301	MC	078966	092298	00209114	15.60	BODIN	DENNIS
			MC	078967	092298	00209114	53.63	BODIN	DENNIS
		020301		430.92					
		020305	MESSENGER SERVICE						
	59101	020305	CA	92634	071098	00185266	11.35	ROADRUNNER TRANSPORTATION INC	
			CA	92781	071098	00185266	17.55	ROADRUNNER TRANSPORTATION INC	
			CA	93515	072198	00189855	17.40	ROADRUNNER TRANSPORTATION INC	
			CA	96636	090498	00203631	21.50	ROADRUNNER TRANSPORTATION INC	
			CA	96961	091198	00205714	26.55	ROADRUNNER TRANSPORTATION INC	
		020305		94.35					
		020501	PRINTING & STATIONERY						
	59101	020501	CA	92759	071098	00185372	26.17	ST PAUL CITY OF FIN/TREAS DIV	
			CA	92783	071098	00186504	678.51	THOLEE PRINTING	
			CA	94332	080798	00194358	82.33	ST PAUL CITY OF FIN/TREAS DIV	
		020501		787.01					
		020611	LIABILITY & PROPERTY DAMAGE						
	59101	020611	CA	93729	072498	00190827	1,372.50	EKBLAD, PARDEE & BEWELL, INC.	
		020611		1,372.50					
		020803	EQUIPMENT & MACHINERY REPAIRS						
	59101	020803	PV	032580	072198	00188980	348.82	IKON OFFICE SOLUTIONS	
		020803		348.82					
		020906	BUILDINGS & OFFICE SPACE						
	59101	020906	IC	92620	071098	00185228	2,841.00	IC TRNSF PMT 576 57601	360513 Y01338 01
			IC	92620A	071098	00185228	327.00	IC TRNSF PMT 576 57601	360513 Y01338 02
			IC	97248	092598	00209184	2,839.00	IC TRNSF PMT 576 57601	360513 Y01358 01
			IC	97248A	092598	00209184	319.00	IC TRNSF PMT 576 57604	360513 Y01358 02
		020906		6,326.00					
		020909	PARKING SPACE						
	59101	020909	IC	111110	090498	00202977	40.00	IC TRNSF PMT 576 57601	360205

20

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 4
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	59101	020909	CA	92785	071098	00185276	37.45	IMPERIAL PARKING INC.
			CA	94111	080798	00195024	37.45	IMPERIAL PARKING INC.
		020909		114.90				
	59101	021401	CA	94887	081198	00195971	50.00	CITIZENS LEAGUE
		021401		50.00				
	59101	021403	CA	73729	071498	00187323	401.40	DESPIEGELAERE KATHRYN
			CA	74258	071498	00188872	1,110.00	KATHRYN DESPIEGELARERE T315
			CA	75505	080798	00195025	111.89	DESPIEGELAERE KATHRYN
			CA	77382	090198	00202754	905.00	DESPIEGELAERE KATHRYN
			CA	79665	092998	00211701	282.62	DESPIEGELAERE KATHRYN
			CA	91471	071098	00000000	461.50	TRAVEL ASSOC OF CARRIAGE HILL JE1790
			CA	92633	071098	00186505	295.00	RAIL-VOLUTION
			CA	93268	071098	00186506	663.00	RILEY NICK
			CA	94859	081198	00195972	405.00	TRAVEL ASSOC OF CARRIAGE HILL
			CA	95704	082198	00199365	130.00	MINNESOTA PUBLIC TRANSIT ASSOC
			CA	96267	090198	00202755	90.00	UNIVERSITY OF MINNESOTA
		021403		4,855.41				
	59101	021409	CA	92612	071098	00186507	114.39	BEST WESTERN DROVER'S INN
			CA	92786	071098	00186508	256.65	DESPIEGELAERE KATHRYN
			CA	93514	072198	00189856	32.58	DESPIEGELAERE KATHRYN
			CA	95929	082598	0020 250	115.53	DESPIEGELAERE KATHRYN
			CA	97253	092298	00209115	122.28	DESPIEGELAERE KATHRYN
		021409		641.43				
	59101	030101	PV	032322	071098	00185233	16.45	GENERAL OFFICE PROD CO-8
			CA	92757	071098	00185372	53.20	ST PAUL CITY OF FIN/TREAS DIV
		030101		69.65				
	59101	030201	PV	033089	080798	00195026	52.19	SILHOUETTE IMAGING

21

R A M S E Y C O U N T Y
B U D G E T A C C O U N T I N G

PAGE 5
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	59101	030201	CA	92782	071098	00186509	90.42	IKON OFFICE SOLUTIONS
		030201		142.61				
		040306		COMMUNICATIONS EQUIPMENT				
	59101	040306	CA	91457	071098	00186509	2,176.38	IKON OFFICE SOLUTIONS
		040306		2,176.38				
RAMSEY COUNTY REGIONAL RAILROAD AUTH						62,771.28		

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 6
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

NORTHEAST CORRIDOR MAINT

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NORTHEAST CORRIDOR MAINT								
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59109	020193	IC	92778	071098	00185228		919.80	IC TRNSF PMT 400 47109 300418 804575 01
		IC	92778A	071098	00185228		69.72	IC TRNSF PMT 400 47101 300166 804575 02
		IC	95037	081498	00196173		1,823.18	IC TRNSF PMT 400 47109 300418 804665 01
		IC	95037A	081498	00196173		138.20	IC TRNSF PMT 400 47101 300166 804665 02
		IC	95037B	081498	00196173		23.00	IC TRNSF PMT 400 47105 360202 804665 03
		IC	96282	090498	00202977		755.55	IC TRNSF PMT 400 47109 300418 804684 01
		IC	96282A	090498	00202977		219.96	IC TRNSF PMT 400 47109 300418 804684 02
		IC	96282B	090498	00202977		57.27	IC TRNSF PMT 400 47101 300166 804684 03
		IC	96282C	090498	00202977		16.64	IC TRNSF PMT 400 47101 300166 804684 04

020193 4,023.32

	030507	SIGNS & SIGN REPAIRS						
59109	030507	PV	032395	071498	00186854		480.00	WARNING LITES OF MN
	030507	480.00						

NORTHEAST CORRIDOR MAINT 4,503.32

23

RAMSEY COUNTY
BUDGET ACCOUNTINGPAGE 7
DATE 10/05/98DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

NE CORRIDOR BEAM TO N CNTY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NE CORRIDOR BEAM TO N CNTY								
	020102	CONSULTING SERVICES						
59112	020102	CA	93667	072498	00190828	3,250.00	PEER ENVIRON & ENGIN RES, INC.	
	020102			3,250.00				
	020192	SURVEYING SERVICE						
59112	020192	CA	92827	071098	00186510	1,550.00	HANSEN THORP PELLINEN OLSON	
	020192			1,550.00				
NE CORRIDOR BEAM TO N CNTY						4,800.00		

24

R A M S E Y C O U N T Y
B U D G E T A C C O U N T I N G

PAGE 8
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

R I V E R V I E W T R A N S I T C O R R S T D Y

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
R I V E R V I E W T R A N S I T C O R R S T D Y								
R97	59114	020102	CA	PA388	082198	00199366	5,750.00	STRGAR ROSCOE FAUSCH INC
		020102					5,750.00	

R I V E R V I E W T R A N S I T C O R R S T D Y 5,750.00

25

R A M S E Y C O U N T Y
B U D G E T A C C O U N T I N G

PAGE 9
DATE 10/05/98

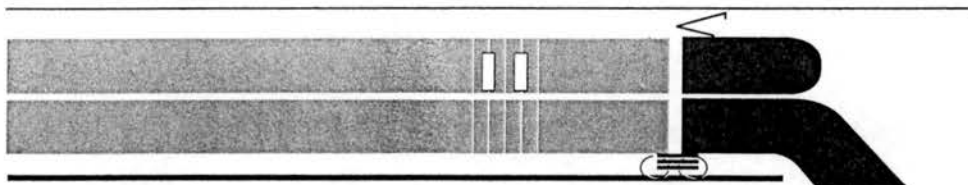
DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT

PERIOD JULY 1, 1998 THRU SEPTEMBER 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							77,824.60	
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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

Regional Railroad Authority Meeting

November 17, 1998

Immediately following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve Minutes of October 13, 1998 meeting
2. Comprehensive Transportation and Transit Plan
 - Surface Water Management Roles
 - Trucks
 - Aviation
 - Railroads
 - Bicycle/Pedestrian
3. Update on activities:
 - St. Paul Transit Vision Advisory Task Force
 - Mn/DOT Commuter Rail Study
 - Riverview Corridor
 - Red Rock Corridor
 - Rush Line Corridor
 - Access to Jobs
4. Resolution of support for Rush Line activities
5. Ratify quarterly report of payments for July 1 through September 30, 1998

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 13, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, October 13, 1998, in Council Chambers, 3rd Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Dino Guerin
Commissioner Susan Haigh (arrived at 2:00)
Commissioner Victoria Reinhardt (arrived at 1:57)
Commissioner Janice Rettman
Commissioner Jan Wiessner (arrived at 1:57)

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Art Leahy, Tom Oertel, Bonnie Jackelen, Tim Mayasich, Cyndy MacLeod, Jim Van Houdt, Lisa Lee, Kris Longhenry

Chairman Ortega called the meeting to order at 1:55 p.m.

1. Approve Minutes of the Meeting of August 18, 1998.

Motion by Commissioner Guerin, seconded by Commissioner Rettman to accept the minutes from the August 18, 1998 RCRRA meeting.

Ayes - 4, Nays - 0
Motion accepted.

2. Presentation by Art Leahy, General Manager, Metro Transit.

Commissioner Ortega introduced Art Leahy. He commented that Art has been the General Manager for Metro Transit since 1997 and is one of the three co-Chairs for the newly formed St. Paul Transit Vision Task Force. Commissioner Ortega stated that he shares an interest in improved transit with Art Leahy and credited the improved service to Art.

[Commissioners Reinhardt, Wiessner and Haigh arrived at this time]

Art Leahy presented information on Metro Transit. Some of the details mentioned included:

- Metro Transit is the 16th largest bus fleet in the U.S.
- 225,000 riders/day and that number is increasing
- there is a normal age distribution of riders with the majority being age 25-54
- 80% of trips are to/from work which allows an economic contribution to the economic vitality of the Twin Cities
- many riders earn over \$50,000/year
- there is a high farebox return - users pay a high percentage of the cost, which shows the taxpayer pays less
- there are more boardings per hour than many other equally sized cities in the U.S.

Art commented that rail transit is exciting and has the prospect of redefining public transit in a city, but buses are the backbone of a transit system. Metro Transit has a commitment to excellence with transit service and hopes to raise expectations of the transit system as well as managers of public service.

Art highlighted some 1998 achievements that included:

- 15 different St. Paul/Ramsey County bus lines improved (more service to non-peak periods, weekends and owl services added)
- 6% more service added this year
- 1999 proposed budget has no fare increases, but retains service improvements
- 5% ridership growth over last year
- 30% more ridership over last year at the Minnesota State Fair (1 in 6 attendees rode the bus, new lots and more frequency)
- round trip transfers welcomed
- Metropass (employers help subsidize passes of employees - two successful contracts so far with American Express and TKDA)
- repainting 173 buses this year, studying of paint formula to look shinier and more durable, more stainless steel so less damage to buses)
- night owl service started up in July
- bike racks on buses are being tested
- help out schools, airport and State Fair in need when private bus companies don't work out
- garage replacement proposal in progress (Cayuga/University)
- testing of smaller and larger buses
- training bus operators and employees on customer relations (first ever, well received)
- 4% above state mandated ridership target

Art explained that if there wasn't a bus system in the metro area, there would be 60,000+ additional vehicles on the road and there would be a need to construct 300 additional miles of road to obtain the level of mobility as we have today. He commented that Minneapolis would need about 30,000+ parking places at \$15,000 each.

Art believes that the system has been improving and will even be improved more next year. There are, however, some serious challenges. The population is growing, the economy is robust, and planners estimate 2/3 million passengers will be added in the next 20 years.

Commissioner Ortega asked how to respond to outstate legislators when they ask about empty buses running.

Art answered that transportation systems need to be built to carry the maximum amount of passengers any time of day even though many times they aren't in use. The same logic applies to roads.

Commissioner Rettman thanked Commissioner Ortega and Art for meeting regularly. She commented that she was upset with Metro Transit when service was cut, but is now happy that it's meeting the needs of those that need it. She stated that rail is useless without a good bus system. She also remarked that the new garage site has been a difficult process and is pleased that Metro Transit is sending the message that they are working with the neighborhoods and riders.

Commissioner Haigh said that she is also pleased with Metro Transit working with the neighborhoods on the garage site and commented that Art's presentation dispelled myths about Metro Transit.

Commissioner Wiessner stated that there are many wrong public perceptions about Metro Transit and painting buses, nice bus shelters, bike racks and park and ride facilities will help changes public perception.

Art commented that Metro Transit needs to stretch itself and is confident that it can run a better transit system.

Commissioner Ortega asked where things stand with the different buses.

Art answered that a request for \$120 million includes a menu of service enhancements and some of those may be used with small buses. He also said that there are three sector studies in progress: one with St. Paul; one with Minneapolis; and one with three western suburbs. These studies declare a blank map and ask how would we build the system today with existing resources. The goal of this is to run better services and different size buses may be most appropriate.

3. Approve budget adjustment in the amount of \$1,437,500.00.

Kathy DeSpiegelaere explained that this item is a budget adjustment that funds item #4. It includes federal funds that pays for the consultant contract plus a 20% match required for federal funds.

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to approve the budget adjustment in the amount of \$1,437,500.00.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, The Riverview Corridor Major Investment Study has received a federal grant in the amount of \$1,150,000 which requires a non federal match of \$287,500 for a total of \$1,437,500; and

WHEREAS, Ramsey County Regional Railroad Authority be Resolution R98-19 approved an agreement with the Minnesota Department of Transportation to access the federal funds; and

WHEREAS, Previous unexpended state grants to Ramsey County Regional Railroad Authority may be used for 50% (\$143,750) of the nonfederal match; and

WHEREAS, Ramsey County Regional Railroad Authority levied funds in previous years to match the state grants and has \$143,750 (50% of \$287,500) available to match the state grant; and Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustment in the amount of \$1,437,500.

4. Approve the contract with Parsons Brinckerhoff Quade & Douglas, Inc. in the amount of \$1,149,505 for Riverview Corridor Major Investment Study and authorize the Chair to execute the contract

Kathy DeSpiegelaere stated that the Major Investment Study is a federal process that examines major transportation improvements within a specific geographic area. In this case, it's the Riverview Corridor. The improvements being examined include improved bus service and light rail transit. The focus is what can be done now and in the future. Another emphasis in the study is land use and linking it to transit. There are 250 acres with the potential for redevelopment in the corridor.

Commissioner Guerin asked where this corridor would cross the river and how much it would cost.

Kathy DeSpiegelaere responded that the recommendation in the Phase I study of the Riverview Corridor is to concentrate study of the transitway river crossing on the existing T.H.5/Seventh Street bridge. She commented that the MIS study will determine a cost. Other bridges were studied and weren't recommended as good choices.

Commissioner Guerin raised concerns on the funding of light rail for Hiawatha and the cost of the T.H.5/Seventh Street bridge crossing.

Commissioner Ortega responded that the MIS study is for mass transit improvements short term and long term.

Kathy DeSpiegelaere stated that the outcome of the study may or may not be light rail. One alternative is Transportation System Management. This includes improvements to the existing bus system.

Commissioner Haigh commented that she sees this study as an investment to finding out what this corridor is and where should it be. She stated the if Ramsey County doesn't have a corresponding transit system, it won't sit well with the taxpayers. She asked for clarification on the budget adjustment and how will the RCRRRA be updated on this study.

Kathy DeSpiegelaere explained that \$1.15 million is from a federal grant, \$143,750 comes from previous years levies, and the other \$143,750 comes from a state grant.

It was agreed that monthly periodic updates would be made on the progress of this study.

Commissioner Rettman asked how special interests aren't going to dominate meetings.

Kathy DeSpiegelaere commented that she is open to suggestions. She said that 40% of the MIS budget is working with the public and involves getting those who do not traditionally participate to become involved. The means to do this would be worked out with the consultant.

Commissioner Rettman suggested that numerous languages be used, and to involve district councils and block clubs. She also said that new innovations would be looked at in the MIS rather than just updating statistics that have already been looked at.

Commissioner Rettman was also concerned about an item in the contract about recommendations of "financial incentives". She worried that some of the funds would be relied on by the federal, state and local governments and they could at some point null the contract.

Kathy DeSpiegelaere commented that this part of the contract is to research what type of grant opportunities are out there and to see if they are applicable to this work.

Commissioner Rettman asked if the insurance issue was resolved. Kathy DeSpiegelaere answered that Denise Kapler is satisfied with the insurance and the issue has been resolved.

Commissioner Rettman asked that the word "manhours" in Exhibit B be changed. Kathy DeSpiegelaere responded that it will be changed to "personhours".

Commissioner Guerin asked for clarification on studying the bridge.

Kathy DeSpiegelaere stated that the bridge will be studied in the MIS process and it will research what the options are and what they cost.

Commissioner Guerin commented that he is unhappy with spending this money to improve bus service.

Commissioner Rettman stated that this study is to determine whether to build, no build, build with an integrated system or increase bus service.

Commissioner Guerin asked when the Hiawatha Corridor will be fully funded and when they will begin to build.

Kathy DeSpiegelaere answered that it is expected to be fully funded by the end of the TEA21 bill, which is four-five years away. The anticipated opening date is 2003 and a fully funded federal grant is anticipated within the next year or two.

Commissioner Rettman asked if this study is completed and LRT is found to be the best use for the Riverview Corridor, will LRT be fully operational five years from the study's completion date.

Kathy DeSpiegelaere responded that there is a very definitive sequence for federal projects and if the project is light rail, the MIS is the first step followed by preliminary engineering, final design and construction. If this is the case, the RCRRA will be in a good position for federal funding with the next TEA bill starting in 2004.

Commissioner Wiessner asked at what point does the RRA look at the best route if it is found that a river crossing will not work and if it's possible to also look at the Central Corridor as another alternative.

Kathy DeSpiegelaere answered that it is a policy decision of the board. Two years ago, the RRA decided that the Riverview Corridor would be the best corridor to study.

Commissioner Bennett stated that Hennepin County doesn't look at the Central Corridor as a connection between the two cities. The RCRRA hasn't abandoned the Central Corridor, it is part of the Red Rock Corridor, but there hasn't been any decision on LRT.

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to approved the contract with Parsons Brinckerhoff Quade & Douglas, Inc. in the amount of \$1,149,505 for the Riverview Corridor Major Investment Study and to authorize the chair to execute the contract.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority by resolution R98-04 authorized its staff to issue a request for proposals for a Major Investment Study of transit improvements in the Riverview Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority by resolution R98-18 authorized its staff to negotiate a contract with Parsons, Brinckerhoff, Quade & Douglas, Inc. for the Riverview Corridor Major Investment Study for an amount not to exceed \$1,149,505; and

WHEREAS, Funding for the project is proposed to come from federal, state and local sources:

(1) United States Department of Transportation \$1,150,000.

- (2) The required match for federal funds for staffing and other costs for the 18-month project is \$287,500. The \$287,500 match will come from:

(a) Previous grant from the State of Minnesota in the amount of \$143,750.

(b) Previous Regional Railroad Authority levy required to match the state grant in the amount of \$143,750; Now, Therefore, Be it

RESOLVED, That the Ramsey County Regional Railroad Authority approves the contract with Parsons, Brinckerhoff, Quade & Douglas in the amount not to exceed \$1,149,505 for a Major Investment Study for the Riverview Transit Corridor; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes its Chair to execute the contract.

5. Comprehensive Transportation and Transit Plan.

Paul Kirkwold commented that the Public Works Department is excited about the public involvement piece of the Riverview MIS and would like to use some of the findings for the Comprehensive Plan and action steps.

Paul presented information on ports. There are 19 river ports in Ramsey County and they are mainly used for barge traffic. They are responsible for moving about 12 million tons of commodity in the metropolitan area and 1/3 comes out of Ramsey County. Ramsey County has authority over the roads that serve the ports. There is a need to work with communities to ensure that truck movement is not prohibited to access those ports.

Commissioner Rettman requested that it be stated in the issue paper that there will not be truck access changes with the functional consolidation of the roadways.

Paul Kirkwold commented that there is a statement that implies that roadways under County jurisdiction provide more than neighborhood traffic. He will address Commissioner Rettman's request. Paul stated that the cities still have to place individual requests to add truck access to roads.

Paul presented information on major river crossings. There are 35 bridges that cross the Mississippi and Minnesota Rivers in the metro area. There are eight crossings in Ramsey County and two are currently under joint jurisdictions with Hennepin County. When the functional consolidation is completed, the High Bridge and the Robert Street Bridge will become part of Ramsey County's highway system.

Paul stated that legislation on major bridges needs to be addressed and drafting and supporting of bills for replacement or upgrading be considered. Paul commented that there is an average of \$14 million a year in major bridge maintenance or repair costs to the metro area.

Paul said that the issue paper proposes that the bridges be under the jurisdiction of the State with local agencies responsible for the routine and daily maintenance of the bridge deck. Local agencies would also participate in construction with the design elements being coordinated with the local agencies.

Commissioner Ortega asked if the bridge plan will be part of future legislative agendas and if Hennepin County is supportive.

Paul Kirkwold responded that this would be part of the year 2000 legislative agenda and believed that Hennepin County would be supportive. He said that there hasn't been contact with Hennepin County, but after the RCRRRA supports the issue paper, then it will be sent to Hennepin County.

Commissioner Wiessner asked if a bridge divided two counties, wouldn't the road be a state highway rather than a county highway.

Paul Kirkwold remarked that the transportation part would be under local jurisdiction. The roadway on top is local but the bridge that supports it would be state owned.

Commissioner Bennett asked how old the T.H.5 bridge is and if it is proposed to be under Ramsey County's jurisdiction.

Paul Kirkwold said that he didn't know how old the bridge was and it is not proposed to be Ramsey County's. he commented that if light rail was proposed to run across the T.H.5 bridge, then significant repairs would need to be made.

Paul said that the functional classification and jurisdiction issue papers were sent out and feedback was given. Paul announced that the issue papers will be revised and presented to the RCRRRA.

6. Update on activities.

Kathy DeSpiegelaere stated that the St. Paul Transit Vision Task Force (made up of members from the business community citizens and government) has started meeting and the goal of the group is to develop priorities for legislative action on transit.

Kathy commented that a joint powers agreement is being developed with the cities, counties and towns along the Red Rock Corridor.

Kathy noted that a steering committee has been established for the North Highway 61 to Rush city corridor. They have been developing missions and goals and focusing on transit, land use and trail issues.

Commissioner Reinhardt commented that it is a corridor steering committee and not a commuter rail steering committee.

Kathy DeSpiegelaere said that the Joint Powers Board is working on a legislative program for 1999 and access to jobs/welfare to work. A Best Practices Forum will be held February 11, 1999 with presenters from out of the state to share their ideas on access to jobs/welfare to work.

The meeting adjourned at 3:30 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegleaere

Authorized Signature

November 10, 1998

Date

Board Action Requested

Comprehensive Transportation and Transit Plan.

Surface Water Management Roles

Trucks

Aviation

Railroads

Bicycle/Pedestrian

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 17, 1998

Board Date

Kristine A. Longhewy
Signature

11-10-98

Date

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

SURFACE WATER MANAGEMENT ROLES

Define issue and how it relates to the vision:

Surface water management in Ramsey County involves multiple agencies at federal, state and local levels. The County is one of the local agencies with a role that overlaps a portion of the spheres of influence of each level (Figure 1). Federal and state agencies issue permits, provide information and technical assistance, and administer specific programs related to surface water management. Local agencies incorporate citizen input to develop water management plans and implement programs and projects.

On the federal level, the Environmental Protection Agency (EPA) and the Corps of Engineers (COE) have authority over all state waters to prevent pollution. Federal programs most often relate to a water resource with inter-state significance; e.g. Lake Superior or the Mississippi River, and not a specific state water resource. Local agencies must fulfill federal permit requirements governing stormwater discharge and wetland impacts. The EPA has a well-established permitting program to regulate industrial and sewage treatment discharges; more recently, stormwater discharges for municipalities with a population greater than 100,000 (Phase I) are regulated under the National Pollutant Discharge Elimination System (NPDES) program. St. Paul, through its Public Works Department, has been involved with implementation of NPDES Phase I. In proposed Phase II, which is now in development with expected implementation in 2001, essentially all local units of government in Ramsey County which own and maintain stormsewers will be regulated by a stormwater permit. Ramsey County will be included in Phase II through its limited independent stormsewer system and by interconnections with municipal stormsewer systems. In wetlands associated with navigable waters or their tributaries, the COE administers a wetland permitting program for excavation and fill. Mitigation for wetland impacts above threshold limits are a requirement of the COE permit, which may impact County road construction or other development projects.

On the state level, three agencies are most closely involved in surface water management: the Board of Water and Soil Resources (BWSR), the Department of Natural Resources

(DNR), and the Pollution Control Agency (MPCA). The roles of each of these agencies is distinct. The MPCA is the state level agency most analogous to the EPA, with an emphasis on permitting and regulations, including setting water quality standards for water resources. The MPCA administers NPDES programs in the state, including that part that deals with construction erosion and sediment control. Essentially, all County road construction projects which add impervious surface area are required to incorporate ponding of stormwater to improve its quality. The DNR has authority over the state's Protected Waters, an inventory which includes water resources (lakes, wetlands, and streams) greater than 10 acres in size in unincorporated areas, and 2.5 acres in incorporated areas of the state. Water management is directed at specific water bodies both in terms of permitting (e.g. aquatic plant control, lake level, streambank modification and shoreline development) and management plans related to fisheries, exotic plant or wetland management. In recent years, both the MPCA and DNR have emphasized new initiatives in coordinated watershed management related to major river systems in the state and strategic lake management plans. This is part of the DNR's ecosystem approach to natural resource management.

BWSR administers the Surface Water Management Act of 1982, which established the framework for local water management in the Seven County Metropolitan Area, including Ramsey County, based on major watershed boundaries. This framework relies on water management organizations (WMO's), either watershed districts or joint-powers agreements between municipalities, to develop water management plans based on watershed characteristics. WMO's have a board of managers which is appointed by the County Board in the case of watershed districts and member cities for joint-powers WMO's. Soil and Water Conservation Districts (SWCD's) provide a conduit for technical assistance and some cost-share funding between BWSR and WMO's. SWCD's have an independently elected board of managers. WMO plans are reviewed by BWSR for conformance to the requirements of the Surface Water Management Act. Additionally, municipalities within each WMO must develop local water management plans which conform to the overall WMO water management plan. Plan development and implementation is the keystone of effective local surface water management. The overall success of the process is also related to the participation of citizens and municipalities in plan development, and community (individuals, businesses and local governmental units) acceptance of plan strategies and implementation efforts. From this perspective, political accountability of surface water management in Ramsey County is a function of WMO's, either watershed districts or cities via a joint-powers agreement. Ultimately, the Ramsey County Board of Commissioners assumes a degree of political accountability by appointing the watershed district board of managers, after BWSR appoints the initial board members.

The Ramsey County Strategic Plan identifies coordination among multiple agencies and increasing political accountability as critical issues for effective surface water management. Open communication is needed to resolve water management issues between representatives from 'upstream' and 'downstream' areas of an urban watershed. WMO's have an important role in consensus-building between their constituents.

Existing conditions of the issue:

The current condition of this issue reflects increased depth to the implementation of the Surface Water Management Act. In most cases, WMO water management plans have been developed and updated at least once, yielding second-generation plans. The current plan status of WMO's within Ramsey County is summarized in Table 1. The second-generation plans usually reflect an increase in supporting information and documentation related to land use. With a more complete database, a plan provides a useful resource for developing or evaluating changes in the watershed. WMO policies are also revised during plan updates based on past experience and refined community priorities and values. WMO plan amendments are developed utilizing input from technical and citizen review panels, and are reviewed by municipalities and the County.

The current condition also reflects enhanced political accountability for surface water management in Ramsey County. Citizens may petition BWSR for formation of a watershed district in areas served by joint-powers WMO's. This has recently occurred in a portion of Ramsey County and has resulted in the designation of a new watershed district to replace two existing joint-powers WMO's. BWSR may also require the County to prepare the WMO water management plan in the case an existing WMO is unable to develop a plan which conforms to state statutes.

Expectations based on current trends:

Implementation of surface water management should increase, with some level of inconsistency, throughout the County. Local agency and citizen participation should also increase, enhancing political responsiveness and accountability.

What role does the County play in this issue?

The County's role is to ensure comparable levels of water resource management, education and citizen involvement throughout the County. This can be accomplished by supporting the activities of WMO's in several ways, including providing technical information and administrative assistance where requested, assessing the relative effectiveness of WMO water management plans, utilizing consistent performance criteria for WMO board of manager applicants, providing opportunities for WMO's to share information and management strategies, and review of regional and state water quality goals and plans.

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

A policy that the County will provide technical and administrative assistance to WMO's where requested.

A policy that the County Board will appoint managers to the watershed district board of managers using criteria to include effective water resource

management and enhanced citizen participation throughout the County.

A policy that Ramsey County will review WMO water management plans, annual work programs, budgets, and capital improvement programs to ensure comprehensive surface water management is accomplished throughout the County.

A policy that Ramsey County will review regional water quality goals and plans developed by the Metropolitan Council and state agencies.

A policy that Ramsey County will promote a regular forum to include citizens, local water management agencies, and state agency representatives to discuss issues related to plan contents, policies and implementation strategies of WMO's within the County.

Current Natural Resource Management

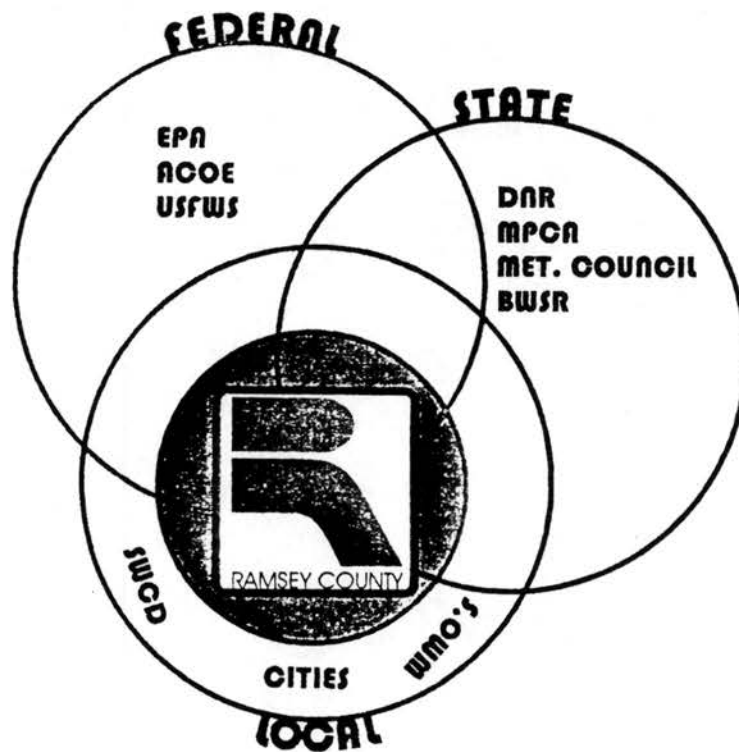


Table 1. Watershed Management Organizations in Ramsey County

	<u>WMO Plan Status</u>	<u>Portions of Ramsey County Cities w/i WMO Boundary</u>	<u>% Ramsey County Local Government Representation on WMO Board</u>	
Capital Region Watershed District*	Pending*	St. Paul, Falcon Hts. Roseville, Maplewood	100	¹
Grass Lake WMO	Jan. 1986	Roseville, Shoreview	100	²
Lower Minnesota River Watershed District	Feb. 1989	St. Paul	0	
Lower Mississippi River WMO	Feb. 1989	St. Paul	14	
Middle Mississippi River WMO	Pending	Lauderdale, St. Paul	71	
Ramsey-Washington Metro Wat. District	May 1997	Gem Lake, Little Canada Maplewood, N. St. Paul St. Paul, Vadnais Hts. White Bear Lake	80	
Rice Creek Watershed District	Oct. 1997	Arden Hills, Falcon Hts. Lauderdale, Mounds View New Brighton, Shoreview Roseville, White Bear Twn White Bear Lake	40	
Vadnais Lake Area WMO	June 1996	Gem Lake, Shoreview North Oaks, Vadnais Hts White Bear Lake White Bear Township St. Paul Water Utility	85	
Valley Branch Watershed District	Sept. 1995	Maplewood, N. St. Paul White Bear Lake	20	

* Formed October 1998 from previous Central Ramsey WMO and Southwest Ramsey WMO.

¹ Watershed district board members are selected by the respective County Boards in proportion to the relative area contained within the district. The Lower Mississippi River WD has 0% Ramsey County representation on the board of managers because there are no County residents included within the district boundary.

² For WMO's formed by joint-powers agreements between cities, board members are appointed by the respective city governments.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

SURFACE WATER MANAGEMENT RESOURCES

Define issue and how it relates to the vision:

Water resource management involves several paired activities: inventory and classification of natural resources, monitoring and evaluation of the resources, and strategic planning and implementation. These activities are reiterated over time which defines water resource management as an on-going process.

The first part of the process is to describe County water resources in terms of size, management classification, recreational use, or water quality. There are more than 82 lakes greater than 10 acres in size within Ramsey County, including 27 recreational lakes with either a boat access, swimming beach or park or open-space property along the shoreline. Table 1 lists recreational lakes in Ramsey County for 1997 ranked in terms of water transparency, or Secchi Depth. Wetlands have been mapped and classified throughout Ramsey County by habitat characteristics or physical characteristics of the basin. In some areas of the County, historical wetlands have been mapped for comparison to current wetland acreage. Groundwater resources in Ramsey County have been mapped in the County Groundwater Atlas.

Monitoring and evaluation is the second part of the process. Ramsey County has conducted water quality monitoring of recreational lakes since the mid-1980's. The monitoring program evaluates growing season mean water transparency (Secchi Depth) as well as concentrations of nutrients, chlorophyll (a measure of the algae population), and inorganic ions. Algae, zooplankton and aquatic plant populations are also characterized. As part of diagnostic studies, the monitoring program may also incorporate sampling of major inputs to a given lake, including stormsewer sampling, to determine the annual loading of water, phosphorus and solids from the watershed. In other cases, watershed inputs are estimated based on literature values. Lake water quality data are input to the Minnesota Pollution Control Agency's (MPCA's) STORET database and are provided to water management organizations (WMO's). Evaluation of the lake water quality data includes trend analysis, in particular changes in average Secchi Depth, total

phosphorus or chlorophyll. Information on the physical characteristics of the lake (surface area, volume and mean depth) and watershed (phosphorus loading estimates, size, and precipitation) are used in lake water quality models. Evaluation may also include the limnological response following implementation of management techniques.

Strategic planning and implementation is the final component of water resource management. Strategic planning is often focused on a single resource and is intended to identify management priorities for that resource, which may include reducing non-point source pollution, improving water quality, maintaining wetland functions and values, maintaining water levels while preventing flooding, improving fisheries, regulating water surface uses, and reducing the spread of exotic plants and animals. Beyond that, the strategic plan specifies actions to be taken and agency or individual responsibilities for the actions. Identification of funding sources is also a component of the strategic plan. Once developed and approved by responsible agencies, implementation can begin.

The Ramsey County Strategic Plan identifies that measuring the progress in achieving water quality and quantity principles and values is a critical issue. A number of values were identified in the Strategic Plan's vision statement:

- to deliver clean water to downstream neighbors via the Mississippi River;
- water resources will be clean and abundant to support desired uses;
- water resources will be accessible to all citizens and provide aesthetic values that are important to a high quality of life;
- lakes and rivers will provide diverse and healthy habitats for fish and wildlife;
- natural shoreline vegetation will be allowed to flourish to prevent shoreline erosion and to enhance wildlife habitat and water quality;
- wetlands will be restored and created when practical;
- wetlands will be managed to ensure ecological diversity, improvement of water quality, recharge of aquifers, flooding reduction, and environmental learning;
- and green corridors will connect water resources where possible.

Existing conditions of the issue:

Water resource management strategic planning and implementation activities are increasing at both state and local levels. At the state level, the DNR has adopted an ecosystem management model. Such a model incorporates biological, chemical and physical information, along with human influences, to formulate management strategies. The approach is sometimes controversial because it may appear to involve activities unrelated to, or inconsistent with, management objectives. As a result, recognition and acceptance of ecological principles is also an observed problem with such an approach. Fish-stocking practices, as an example, have been modified due to the ecosystem management model. The perception of some fishing groups is that sportfish harvest has

been adversely affected. Monitoring and evaluation of these strategies is needed to effectively address this concern. Use of biological control agents for control of Purple loosestrife in wetlands is another example. The use of chemicals was ineffective at reducing the abundance of Purple loosestrife infestations and accomplishing the ecological goals of increased plant and habitat diversity. Continued monitoring will determine the effectiveness of biological control. The Wetland Conservation Act of 1991 initiated a significant change in wetland management throughout the state to include all wetlands above a minimum size limit.

On the local level, water resource strategic planning and implementation is often a function of WMO water management plan development. For example, the Ramsey-Washington Metro Watershed District has implemented strategic planning and implementation for the Phalen watershed and other lakes. Shoreline revegetation, wetland restoration, and biological diversity are management issues which have been incorporated into some, but not all, WMO plans. In some cases, the Metropolitan Council, local government units such as the County and cities, or groups, such as lake associations, may initiate the process.

Expectations based on current trends:

Surface water management will increase and the emphasis on strategic planning and implementation should grow. Baseline water quality monitoring and other data collection will continue to quantify problems and prioritize management strategies.

What role does the County play in this issue?

Ramsey County has a long-term role in water resource management, dating back to the 1923 County Lake Report, which resulted in the development of numerous lake level augmentation wells, monitoring of lake levels, and aquatic plant control efforts. In the 1970's and 1980's, the County obtained grants from the EPA Clean Lake Program to fund evaluation and implementation work to improve the water quality of the Phalen Chain of Lakes and Como Lake. In 1957, the County established a cost-share program which reimbursed lake associations 50% of aquatic plant control costs. Although not primarily intended as water resource management, the County also established the Open Space program, which resulted in the acquisition of extensive wetland and adjoining upland areas.

At present, the County conducts ongoing water resource management strategic planning and implementation activities related to lake water quality monitoring, maintenance of pumps and ponding area constructed as part of the Phalen and Como projects, operation of lake aeration systems to maintain winter dissolved oxygen concentration in 4 shallow lakes, aquatic plant management, and measurement of lake levels. The County will complete in 1999 a program to abandon all lake augmentation wells in response to a 1989 DNR Commissioner's Order identifying lake level augmentation as the lowest priority use of the groundwater resource and also to protect multiple deep aquifers from potential

contamination. A lake level management plan was completed for Snail Lake in cooperation with the DNR and Shoreview, resulting in utilizing water from the St. Paul Water Utility system via Sucker Lake. In 1996, the County aquatic plant management program was changed to eliminate cost-share funding with lake associations. Instead, aquatic plants are managed in areas adjacent to County boat ramps and County Parks property to facilitate public access and recreational uses. In 1997, biological control of Purple loosestrife populations was initiated, in cooperation with the DNR, which includes rearing beetles and releasing them in infested wetlands each summer. Strategic plans were prepared by the County in 1996 related to Eurasian watermilfoil management in several County lakes. The County also coordinated development of a strategic management plan for Lake McCarrons in 1996. The County participates in technical and advisory committees related to strategic planning and evaluation initiated by WMO's, lake associations, non-profit groups, and other agencies. Recent examples of such efforts include the Maplewood "rain garden" demonstration project, the Lake Management Forum (Blandin Foundation), and the water quality of stormwater runoff from Ramsey County roadways (U.S. Geological Survey and Minnesota Dept. of Transportation).

The County Geographic Information System (GIS) has been used extensively in natural resource management. The GIS User's Group, which includes cities, WMO's and agencies in the County, has developed protocol for adding information layers to the GIS system, accessing the data and preparing GIS products.

Ramsey County has adopted three performance measures related to water resource management: composite lake water transparency (Secchi Depth) for recreational lakes in the County, the number of wetlands infested with Purple loosestrife which are treated by biological control agents, and treating stormwater runoff from County road right-of-way to improve water quality.

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

A policy that the County institute a strategy to minimize the impact to water resources from road construction and other projects.

A policy that the County participate in strategic planning and implementation related to all County lakes.

A policy that the County evaluate and convey the progress in achieving effective water resource management through performance measures, water quality monitoring and evaluation, and promotion of natural resources GIS applications.

TABLE 1. RAMSEY COUNTY RECREATIONAL LAKE WATER QUALITY
1997 EPIILIMNETIC MEANS AND CARLSON (1977) TSI INDICES

	DNRID	SECCHI RANK	SITE	SECCHI M	TP mg/L	CCHLA mg/M3	TSI-SD	TSI-TP	TSI-CHL	AVG. TSI
WH BEAR	82-0167	1	5402	5.4	0.014	3.8	36	42	44	41
	82-0167	2	5401	5.1	0.018	3.4	37	46	43	42
SNAIL	62-0073	3	5402	3.9	0.021	3.8	40	48	44	44
	62-0073	3	5401	3.9	0.024	3.6	40	50	43	45
WABASSO	62-0082	4	5401	3.8	0.027	5.4	41	52	47	47
SILVER E	62-0001	5	5401	3.7	0.028	3.7	41	52	43	46
PHALEN	62-0013	6	5401	3.6	0.031	9.8	42	54	53	49
JOSEPHINE	62-0057	7	5401	2.9	0.03	7.8	45	53	51	50
TURTLE	62-0061	7	5401	2.9	0.022	5.9	45	49	48	47
JOHANNA	62-0078	9	5401	2.7	0.039	11.6	46	57	55	52
OTTER	02-0003	10	5401	2.6	0.032	5.8	46	54	48	49
GERVAIS	62-0007	10	5401	2.6	0.038	14.5	46	57	57	53
OWASSO	62-0056	12	5401	2.5	0.04	13.1	47	57	56	53
MCCARRON	62-0054	13	5401	2.3	0.049	12.8	48	60	56	55
ISLAND S.	62-0075	14	5402	2.1	0.053	11.2	49	61	54	55
TWIN	62-0039	15	5401	2	0.045	9	50	59	52	54
ISLAND N.	62-0075	15	5404	2	0.05	8	50	61	51	54
ROUND(PH)	62-0012	17	5401	1.8	0.046	11.8	52	59	55	55
BENNETT	62-0048	17	5401	1.8	0.095	6.5	52	70	49	57
VALENTINE	62-0071	17	5401	1.8	0.089	8.8	52	69	52	57
BALD EAGLE	62-0002	20	5401	1.5	0.075	31.4	54	66	64	62
BEAVER	62-0016	20	5401	1.5	0.109	29.6	54	72	64	63
LONG S.	62-0067	20	5401	1.5	0.058	15.6	54	63	58	58
SILVER W	62-0083	23	5401	1.4	0.049	31.4	55	60	64	60
COMO	62-0055	24	5401	1.2	0.138	36	57	75	66	66
KOHLMAN	62-0006	25	5401	1	0.093	18.2	60	70	59	63
KELLER	62-0010	25	5401	1	0.051	17.1	60	61	58	60
WAKEFIELD	62-0011	27	5401	0.7	0.118	46.2	65	73	68	69
LONG N.	62-0067	27	5403	0.7	0.155	53	65	77	70	71

RAMSEY CO. LAKE MANAGEMENT PROGRAM (10/98)
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RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

SURFACE WATER MANAGEMENT BEST MANAGEMENT PRACTICES (BMP'S)

Define issue and how it relates to the vision:

Stormwater runoff quality is an important factor affecting surface water resources which is related to land use. Urban development changes the land surface to shed rain more quickly and completely than pre-development. Impervious surfaces such as roads, driveways and sidewalks, parking lots and rooftops increase. Depression storage and vegetated areas which facilitate infiltration of water are less abundant. In many urban areas, stormsewer systems, consisting of curb, gutters, and catch basins connected to pipes, efficiently move stormwater. The receiving bodies for urban stormwater discharge systems are lakes, wetlands, and streams.

Municipalities in Ramsey County regulate land use through zoning requirements and development plans, which control the density of residential development and the proportion of commercial property as well as parks. Municipal stormwater plans are developed based on the approved development plans. Pollutant loading in urban areas varies by land use; e.g. parks, residential and commercial (Table 1). Construction sites, with disturbed soils lacking vegetation, are a large potential source of total phosphorus and solids loading.

The purpose of urban best management practices (BMP's) is to reduce the impacts of development which increase the rate and quantity of stormwater runoff. Temporary BMP's are used during construction to control erosion and sediment. These include temporary sediment basins, protected catch basin inlets, silt fence on slopes and around the perimeter of the project; floating silt curtains, and temporary seeding and mulching. Temporary erosion and sediment controls are designed for relatively frequent storms (one year return frequency or so), but not infrequent, larger storm events. Temporary BMP's require regular inspection and maintenance during the project.

Long-term, or permanent, BMP's are implemented during project design and construction. As an example, preliminary design in road construction projects

incorporates future traffic capacity, safety considerations and community goals for on-street parking, sidewalks and bike paths. The size of the road and associated amenities affect the quantity of pollutant export from the paved surface.

The most effective structural BMP is a properly sized pond having sufficient permanent water volume (NURP pond or equivalent) and outlet rate control. In some situations, an extended detention basin may be utilized to slowly discharge stormwater over a 2-day period. Periodic maintenance of ponds (usually 5-10 years or more) is necessary to remove accumulated sediment and ensure pond outlet capacity. Wetlands may be considered a permanent BMP if upstream ponding is provided to improve inflow water quality. 'Ultra urban' BMP's may be feasible in small highly urbanized watershed areas, particularly for redevelopment projects, where local or regional ponding areas may not be available.

Maintenance BMP's related to agency operations and activities include street sweeping, road sanding and de-icing during winter, leaf collection and composting, materials stockpiling, antifreeze and used oil recycling, household hazardous waste collection, fertilizing and mowing. These activities are intended to keep nutrients, sediments and other pollutants off impervious surfaces, such as roads, which are often directly connected via stormsewer to water resources. 'Housekeeping practices,' a general term given to these activities as well as many others, are directed at non-point source pollution, which is derived from multiple, diffuse sites.

The County vision states that government agencies will cooperate to develop efficient and effective tools to improve water quality, which is consistent with the implementation of the most effective BMP's to improve water resource management. Critical issues include the equitable funding of BMP implementation and the determination of trade-off opportunity costs, which compares the costs of managing water quality to the long-term costs (or benefits) of no management, in terms of recreation, aesthetics, habitat improvement, or property valuation.

Existing conditions of the issue:

Ramsey County is the smallest, most highly-developed county in Minnesota. As a result, second generation development, termed redevelopment, is becoming increasingly important. Temporary and permanent BMP's are regulated by state and local government permitting programs. The MPCA administers the NPDES Erosion and Sediment permit program, which regulates land disturbance greater than 5 acres. This threshold is expected to be reduced to 1 acre by the year 2001. An erosion and sediment control plan must be incorporated into project construction plans. In addition, the NPDES permit process, and some WMO plans, require ponding with outlet rate control as a permanent BMP. Several water management organizations (WMO's) issue grading or erosion control permits for development projects, which include follow-up compliance inspections.

BMP implementation funding is provided by the developer or project-sponsoring agency.

The County provides funding for BMP's associated with its road construction or other development activities. For some projects, the BMP may provide treatment of water generated off County property. The cost of this BMP implementation, and for on-going maintenance costs, is usually split between the County and municipalities or WMO's based on relative contributing area, as defined in a project agreement between parties.

Some WMO's have incorporated regional water quality BMP implementation into their surface water management plans and capital improvement budgets. For watershed districts, financing for these projects is predominately ad valorem taxation throughout the district. By this financing method, more densely developed areas of the watershed district will contribute a greater proportion of project costs. Joint-powers WMO's determine cost-share by the relative drainage contribution from each municipality, who may fund such projects through a municipal stormsewer fund, special taxing districts, or through the general municipal tax levy.

Several housekeeping BMP programs are being implemented, including street sweeping by various road authorities, leaf collection and composting, household hazardous waste collection, and oil and filter recycling.

Expectations based on current trends:

Regulatory requirements for BMP implementation will increase in response to the NPDES Phase II stormwater permit program. Redevelopment activity will increase in the most urbanized parts of Ramsey County. Treatment considerations will include 'ultra urban' BMP's, retrofitting of existing ponds or basins, and new construction of regional ponds, if feasible. Maintenance BMP's will be emphasized.

What role does the County play in this issue?

The County's role is to first identify the impacts of its activities on surface water resources and second, reduce the impacts. County activities such as road construction and park development are regulated by various permitting agencies. Wetland impacts for road construction must be avoided where possible and minimized in the design process in situations where some impact is unavoidable. Wetland mitigation was required by the Wetland Conservation Act of 1991 for all impacts, including road construction. Although this policy has been modified in recent years to require the BWSR to provide mitigation for necessary wetland impacts related to road construction, the County has developed wetland restoration projects to obtain wetland bank credits, which may be sold or used to fulfill any potential wetland mitigation requirement. The County has implemented several ponding areas related to road projects to fulfill the NPDES requirement for permanent BMP's. The County also must meet requirements of the NPDES erosion and sediment control permit program. The implementation of these BMP's during construction is evaluated by the County through regular inspections.

Maintenance of ponds, wetlands and other BMP's is a requirement of the implementing agency or, for cooperative projects between the County and participating municipalities

or WMO's, one partner as defined in the project agreements. Periodic inspection and record-keeping is needed to establish the appropriate cleaning or replacement schedule for various BMP's.

The County implemented a priority street sweeping program for roadways adjacent to lakes in the mid-1980's. The County operates an oil and oil filter recycling program for the public, as well as household hazardous waste collection sites and leaf composting sites. County storage piles of sand/salt material for winter ice control are covered and isolated from the stormsewer system. Antifreeze used in some County vehicles is recycled.

Ramsey County has adopted a water resource performance measure related to treating stormwater runoff from County road right-of-way to improve water quality. The goal is to provide water quality treatment of stormwater runoff from all County road right-of-way.

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

A policy that the County incorporate comprehensive assessment of water resource impacts, and implement and maintain effective temporary and permanent BMP's, for all development, redevelopment and construction projects.

A policy that the County maintain effective "housekeeping" BMP's related to street sweeping, salt/sand storage, public oil and oil filter recycling, leaf composting, and collection of household hazardous waste.

A policy that the County encourages the equitable financing of effective BMP's by developers, the County and WMO's to protect surface water resources.

Addendum - Technical Information

The quality of stormwater runoff from County, municipal, and residential roads was examined in the period 1994-96.¹ Guttered roads yield more runoff per unit precipitation (0.53) compared to unguttered roads (0.37). Runoff occurs more quickly on guttered roads but runoff lasts for a longer period of time on unguttered roads. Concentrations of some pollutants were greater in snowmelt than rainfall runoff from roads; e.g. sodium and chloride concentrations were 1000 times greater, while metal concentrations for aluminum, chromium, lead and zinc were 2-4 times higher. For rainfall runoff, total suspended solids concentration was very high, and greater for guttered roads, while total phosphorus concentration was high, and greater in unguttered roads (Table 1). Metal concentrations exceeded chronic MPCA stormwater standards for aluminum (92% of samples), copper (52%), lead (9%), and zinc (20%).

The costs of degraded water resources are most commonly related to water quality or quantity impacts, which may affect recreational, flood prevention, habitat and aesthetic values. The larger economic scope is not well-defined, but recent studies have provided some information. A statistical analysis of the economic value of larger wetlands and lakes (those water resources included in the DNR's Public Waters Inventory) within Ramsey County concluded that, if all other property characteristics are equal, lakeside property sells for \$41,000 (1989 dollars) more than non-lakeside property.² A 1993 University of Minnesota study examined the economic desirability of wetlands in Ramsey County.³ The study concluded that there is a clear, but small in terms of overall property valuation, willingness of residents to pay more for a home closer to wetlands, with a preference for open-water and scrub shrub wetland types.

A 1995 report evaluated the water quality of leachate derived from a County leaf composting site.⁴ The study concluded that the leachate is a concentrated source of phosphorus and organic matter. However, the volume of leachate produced from the compost windrows was small. Implementation of ponding areas was recommended in the report to facilitate additional pollutant removal. Design and implementation of water quality BMP's for other County compost sites is planned.

¹ "Quality and Quantity of Runoff from Selected Guttered and Unguttered Roadways in Northeastern Ramsey County," U.S. Geological Survey, Investigations Report 96-4284.

² "A Hedonic Approach to Urban Wetland Valuation," F. Lupi, Jr., T. Graham-Tomasi, and S. Taff. 1991, Staff Report P91-8.

³ "The Relationship of Property Values and Wetlands Proximity in Ramsey County, Minnesota," C. Doss and S. Taff. Economic Report 93-4.

⁴ "Summary Report. 1994 Water Quality Monitoring. Maplewood Compost Site. February 1995," T. Noonan.

TABLE 1. POLLUTANT EXPORT FROM URBAN LAND USES (KG/HA/YR)

LAND USE ¹	TO. PHOS.	TO. SUSP. SOLIDS
LOW DENSITY RESIDENTIAL	0.04	11
MEDIUM DENSITY RESIDENTIAL	0.58	216
HIGH DENSITY RESIDENTIAL	1.12	487
LIGHT INDUSTRIAL	1.49	957
COMMERCIAL	1.49	957
PARKING LOT	0.78	453
FREEWAYS	1.04	979
PARKS	0.03	3
CONSTRUCTION	90	67000
SELECTED ROADS IN RAMSEY CO. ²	0.76	558

¹ BANNERMAN et. al., 1983, CITED IN "PHOSPHORUS EXPORT IN THE TWIN CITIES METROPOLITAN AREA", J. MULCAHY, METROPOLITAN COUNCIL, 1992

² "QUANTITY AND QUALITY OF RUNOFF FROM SELECTED GUTTERED AND UNGUTTERED ROADWAYS IN NORTHEASTERN RAMSEY COUNTY, MINNESOTA" G. MITTON AND G. PAYNE, U.S. GEOLOGICAL SURVEY, REPORT 96-4284, 1996

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

SURFACE WATER MANAGEMENT CITIZEN PARTICIPATION & EDUCATION

Define issue and how it relates to the vision:

Environmental education provides the linkage between the actions of individuals and their effect on water resources, which may include losses in resource 'values' such as water quality, recreational use, habitat, aesthetics and economic value.

Watershed management is a key component of water resource management. A watershed is defined by the physical surface (topography) of the land that drains to a water body. Land-use activities within the watershed affect the water quality of the receiving body of water by changing the quantity of pollutant export, such as phosphorus and solids, as well as the rate and volume of runoff. The origin of these pollutants are termed 'non-point sources' because they come from many diffuse points throughout the watershed. The quantity of non-point pollution sources is related to the level of development, and thus population, within the watershed.

Best management practices (BMP's) apply to many individual activities. These include proper fertilizer and pesticide application, use of low phosphorus fertilizer where appropriate, keeping leaves and grass clippings off streets, repairing eroding areas, and proper disposal or recycling of oil, antifreeze and household products. For shoreline residents, BMP's apply to maintaining a vegetated buffer strip with no fertilization to provide habitat and improve water quality, stabilizing eroding banks, and restoring the growth of aquatic vegetation.

The County Strategic Plan identifies as a critical issue the involvement of citizens in the protection and management of water resources. The vision includes involving citizens in decision-making, empowering citizens to take an active role in environmental education and resource protection activities, increasing the awareness of citizens about the watershed they live in and the downstream receiving water bodies, and encouraging environmental stewards.

Existing conditions of the issue:

Citizens participate in a variety of groups and activities which affect surface water management. The groups include elected offices, such as Board of County Commissioners, city council members, and Soil & Water Conservation District managers, as well as appointed positions. e.g. municipal park or zoning committees, WMO advisory committees and lake improvement district or conservation district boards. Individuals may also join lake associations and organizations for parks, fishing or other recreational activities.

Citizens participate in public meetings and numerous activities. Some recent examples, and sponsoring agency, include:

- Lake Advocates program (Crow Wing County) to train a small number of citizens to initiate and sustain citizen involvement in local surface water management activities.
- citizen lake monitoring program (Metropolitan Council)
- Lake Johanna Eurasian watermilfoil surveillance monitoring
- lake association newsletters
- Phalen Steward project to encourage active involvement of school children (Ramsey-Washington Metro Watershed District)
- catch basin stenciling to identify the receiving body for stormwater runoff
- aquatic plant control (lake associations)
- participation in recreational use and 'value' surveys
- shoreline and housekeeping BMP's
- Gervais Lake shoreline revegetation (Ramsey-Washington Metro Watershed District)

Education and information materials are available to citizens in many formats, including publications on specific water management topics, public relations efforts such as billboards and commercials, exhibits at fairs and science museums, and staff presentations to schools and organizations. At the local level, WMO's may produce watershed-specific information in special reports, bulletins or annual reports. Project information boards are placed at environmental project sites by sponsoring agencies. Wetland and nature learning centers are utilized by schools in the educational curriculum. Regional education efforts may also be coordinated for a consortium of WMO's and other participating agencies, e.g. the Watershed Partners program.

Expectations based on current trends:

Citizen education and participation will increase. Citizen expectations for effective local water resource management will also increase.

What role does the County play in this issue?

The County provides technical information to citizens and water resource management agencies. Information is distributed in a variety of ways, including:

- Phalen Chain of Lakes project newsletter distributed to 15,000 residents throughout the watershed
- Como Lake project information kiosk
- meeting of lake association representatives to present information on Eurasian watermilfoil management and enlist support for citizen monitoring
- stormwater management and wetland economic valuation forums
- technical data and reports
- oral presentations to interested groups
- newspaper articles
- County nature centers and parks and open space
- County GIS
- County Extension and the Soil & Water Conservation District

Citizen participation is solicited by the County for projects during project scoping and information meetings.

The County also directed the strategic planning process which enlisted citizen participation to develop a vision for surface water management and identify critical issues and strategies for implementation of the vision. The Surface Water Management vision, critical issues and strategies are incorporated into this Comprehensive Transportation Plan.

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

A policy that the County will provide to citizens and agencies technical information related to water resource management.

A policy that the County will assess roles of WMO citizen advisory committees, as well as educational efforts, as part of the WMO plan review process.

A policy that the County will support cooperative educational efforts by WMO's and other agencies related to water resource management.

A policy that the County will incorporate citizen input and resource 'values' into project design and implementation.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

TRUCKS (COMMERCIAL TRANSPORTATION)

Define issue and how it relates to the vision:

The County road system is important for heavy commercial traffic. Heavy commercial traffic includes trucks used for the transportation of goods and materials to and from commercial and industrial areas in the County. It also includes vehicles such as school buses, fire trucks, and refuse hauling trucks essential to the well being of residential areas.

Establishing truck routes and providing efficient freight commodity movement to state, national and international markets is crucial to the region's economic prosperity. According to the Minnesota Department of Transportation (MnDOT), the principal means of freight movement in the metropolitan area is trucking by common carriers and private truck fleets. Trucking productivity depends on an adequate roadway system and its connections with ports, railroads, and airports.

The County vision supports a system that will provide for the efficient movement of goods, protecting the economic vitality of the community.

This issue corresponds with the Economic Development vision that businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products.

Existing condition of issue:

Freight is often delivered by more than one mode of transportation, such as truck/rail/truck, truck/air/truck, or truck/rail/vessel. An intermodal terminal accommodates more than one mode of transportation. The Twin Cities region has two major operating intermodal (rail and truck) facilities. Burlington Northern Railroad (BNSF) operates in the Midway area of St. Paul. The CP Rail intermodal facility,

Shoreham yard, is located in Northeast Minneapolis. (Table xxx lists all intermodal freight facilities within Ramsey County.)

According to John Grimm at the Federal Highway Administration, there is no official Federal definition of a major truck terminal. For Ramsey County purposes, a major truck terminal is defined as any terminal with a minimum of 100 employees with SIC Codes (Standard Industrial Classification) falling under the category: transportation/trucking and warehouse. (Table xxx. Map xxx: Ramsey County staff is working with staff at MnDOT to create a map of major truck terminals within the County.)

According to the 1998 Ramsey County Public Works Pavement Management System Report, nine or ten ton spring axle load limits apply to 282 miles of County roads, seven tons to 9 miles, and five tons to 2 miles (Map xxx). Five and seven ton road limits are posted by Ramsey County. After the turnback program is complete, five and seven ton road limits should no longer exist on the County roadway system. A goal for the Ramsey County Public Works department is to have nine or ten ton capacity on all County roads, thereby removing any spring weight restrictions for trucks. This will also alleviate the need to post roads for five or seven ton road limits, thus saving both time and money.

Existing policy from the Saint Paul Transportation Policy Plan:

Policy: "The City should make no comprehensive changes to the truck route system at this time but rather review proposed changes to the system, with the objective of minimizing the noise and other impacts on sensitive land uses while meeting the transport needs of business" (Policy 34, page 15).

Policy: "The City should ensure that the transport needs of business are met when reviewing change requests to the truck route map" (Policy 54, page 19).

Expectations based on current trends:

The jobs most beneficial to the region are those resulting in exported products and services. Intermodal transportation is a critical support service for businesses importing/exporting products. In addition, there is pressure to move production facilities as close as possible to the market (i.e. East or West Coast or Chicago). Because of its geographic location, the Twin Cities must provide competitive shipping capability at competitive costs to local businesses. (Minnesota Intermodal Railroad Terminal Study.¹)

According to the Metropolitan Council, trucking firms will continue to establish strategic alliances with railroads to move freight intermodally by containers and trailers. Small package handlers will continue to rapidly expand through extension of overseas service. These handlers will extend their service as logistic providers to small businesses.

¹ Minnesota Intermodal Railroad Terminal Study (MIRTS) is a partnership formed by the Metropolitan Council, MnDOT, CP Rail, BNSF, and UP railroads to address rail/truck intermodal terminal capacity issues.

A primary purpose of the interstate highway system is for goods movement. A primary purpose of minor arterials is to move trucks from the principal arterial system. As a system of minor arterials designed to serve short-to-mid range trips at moderate speeds, the County roadway system should accommodate truck traffic, providing a link between trunk highways and local routes.

What needs to be done to influence the future and change the expectations?

Ramsey County should work with municipalities to designate truck routes on minor arterials that provide adequate truck access to intermodal freight terminals, truck terminals, transportation hubs, distribution centers, businesses, and industrial concentrations within Ramsey County. Both the County and municipalities would remove any existing weight and street restrictions from these truck routes. This coincides with municipal interest in reducing through traffic on local streets.

The County should work with businesses and industries to change delivery times as necessary to restrict truck movement and on-street loading and unloading during peak traffic hours.

What role does the County play in this issue?

The Ramsey County Public Works Department uses general road inventory information, observed pavement conditions, and field measurements to develop a pavement management system that determines the type of maintenance required, establishes maintenance priorities, and projects the cost of maintenance work. The pavement management system is used to maintain and improve pavements in an organized and cost effective manner.

To review truck movement restrictions and work with municipalities to revise these restrictions as necessary. In addition, when receiving a municipal road through the turnback process, the County will not lift any truck restrictions that may already exist without municipal support.

To notify common carriers and private truck fleets of impending construction, and work with those companies and the municipalities in developing temporary alternative truck routes.

To review the County roadway system for sufficient pavement strength and adequate vertical clearance on all County roads.

To work with municipalities in reviewing pavement strength and vertical clearance for those local streets which provide a link between County roadways and truck destinations.

What policy should be in place to make the County play the role it should play?

A policy that ensures truck access on all roads under County jurisdiction. The County will work with MnDOT and the municipalities to coordinate the identification and designation of truck routes.

A policy that ensures adequate structural capacity, thereby removing weight restrictions along all roadways under the County road system.

(Ramsey County will continue to work closely with municipal staff and the public to ensure the needs of all are considered in the development of these policies.)

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RAMSEY COUNTY
INTERMODAL FREIGHT FACILITIES
(TRUCK VOLUME AND CAPACITY DATA = 1995 - 1996)

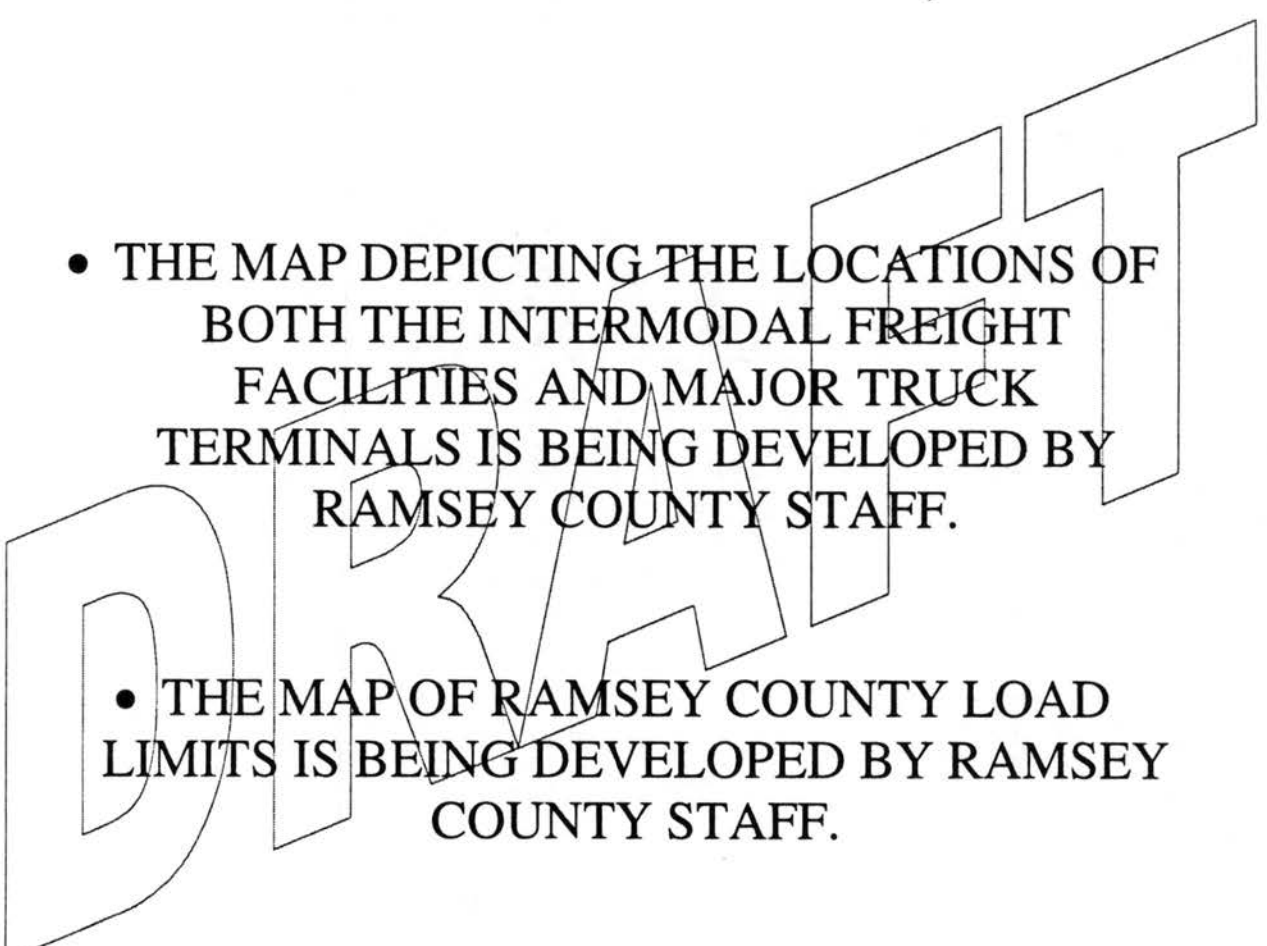
Commodity Type	Map Number	Name/ Location	Highway Access	Average Truck Vol./day	Capacity
Rail/Truck Intermodal Terminal	FF01	BN Midway Yard Pierce Butler Rte & Snelling Ave., St. Paul	Pierce Butler, North Prior & Snelling Ave.	470	N/A
Port-Grain/coal Sand-gravel	FF02	Child's Road Port Area -Hawkins Chemical -Westway Terminal Co. -Shiely yard A -Great Western Coal & Dock -Harvest States Terminal #2	Child's Road Warner Road TH 61	230	.3 mil bbl, 415,000 tons, and 1.3 mil bu
Pipeline/Petrol Products	FF03	Williams Brothers TC Terminal 2451 W. Co. Road. C Roseville	I-35W County Rd. C	Approx. 150	2.0 mil bbl
Petrol Products	FF04	Amoco, TC Terminal 2288 W. County Rd. C Roseville	I-35W County Rd. C	90	.58 mil bbl
Port-Asphalt Grain/Cement Fertilizer	FF05	Redrock Port Area: -Barton Enterprises Inc. -La Forge Corp. -Peavy Red Rock Elev. Red Rock Road, St. Paul	Red Rock Road Maxwell Ave. I-494 / TH61	275	.55 mil bbl, .5 mil bu & 130,000 tons
Port/Bulk	FF06	Alter Terminal 751 Barge Channel Rd. St. Paul	TH 56, Barge Channel Road	20	250,000 tons
Port/Fertilizer	FF07	Farmland Industries 50 Chester Street, St. Paul	TH 52, Plato Blvd., Alabama St	10	12,500 tons
Rail/Truck	FF08	Commercial Transload (MN: Commercial Railway) TH 280 & I-35W	TH 280 County Rd. B Industrial Blvd.	<10	N/A
Port/Bulk Liquid Fertilizer	FF09	Hawkins Terminal #2 701 Barge Channel Road St. Paul	Th 56, Barge Channel Road	6	+28,000 bbl

Source: Minnesota Department of Transportation: Motor Carrier Services and Office of Railroads and Waterways.

MAJOR TRUCK TERMINALS WITHIN RAMSEY COUNTY

Map Number	Name of Company	Location of Terminals	Number of Employees
	Independent Delivery Svc.	440 Minnehaha Ave. W. St. Paul, MN	100-249
	Midwest Delivery Svc., Inc.	540 Fairview Ave. N. St. Paul, MN	100-249
	Federal Express	261 Chester St. St. Paul, MN	100-249
	Quicksilver Express Courier	203 Little Canada Rd. E. St. Paul, MN	250-499
	Tyson Truck Lines	4825 Mustang Cir. Mounds View, MN	100-249
	Lakeville Motor Express	2975 Partridge Rd. Roseville, MN	100-249
	Indianhead Truck Line, Inc.	1947 County Road C W. Roseville, MN	100-249
	Trailwood Transportation	4825 Mustang Cir. Mounds View, MN	100-249
	USF Holland, Inc.	400 1st St. SW New Brighton, MN	100-249
	Hyman Freightways	2690 Prior Ave. N. St. Paul, MN	100-249
	Beltmann North American Co.	2480 Long Lake Rd. Roseville, MN	100-249
	Berger Transfer & Storage	2950 Long Lake Rd. Roseville, MN	100-249

Source: Metropolitan Division of the Minnesota Department of Transportation

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- THE MAP DEPICTING THE LOCATIONS OF BOTH THE INTERMODAL FREIGHT FACILITIES AND MAJOR TRUCK TERMINALS IS BEING DEVELOPED BY RAMSEY COUNTY STAFF.

- THE MAP OF RAMSEY COUNTY LOAD LIMITS IS BEING DEVELOPED BY RAMSEY COUNTY STAFF.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

AVIATION (COMMERCIAL TRANSPORTATION)

Define issue and how it relates to the vision:

Airplanes, like trucks, railroads and river barges, serve to move freight to and from markets within and outside the region. According to the Metropolitan Council, shippers will continue to expand their use of air freight, particularly for the rapid delivery of high-value goods and documents.

This issue supports the vision that the County transportation system will provide for the efficient movement of goods, protecting the economic vitality of the community.

Existing condition of issue:

(Table xxx. Map xxx.)

There are two airports within Ramsey County: the St. Paul Downtown airport, which is classified as an intermediate, primary reliever airport, and Benson Airport, an airport publicly owned by White Bear Township and limited to the public use of small, single-engine propeller aircraft.

The Anoka County-Blaine airport borders Ramsey County along County Road J. This airport is classified as a minor, secondary reliever, and is therefore confined to medium-size, twin-engine aircraft which are used primarily for training, pleasure and business flying.

Both the St. Paul Downtown and the Anoka County-Blaine airports are designated by the FAA as relievers for Minneapolis-St. Paul International (MSP).

Minneapolis-St. Paul International Airport is the international airport for the region. According to the Metropolitan Council, the air cargo handling capacity at MSP will need to be expanded to meet freight handling capacity needs.

The County is responsible for enforcing Minnesota Aeronautics Regulations (#14 MCAR 1.3013) concerning seaplane landing on these lakes: Bald Eagle Lake, Long Lake, Turtle Lake, White Bear Lake and Lake Owasso.

Expectations based on current trends:

St. Paul Downtown Airport functions as the primary reliever for the Minneapolis-St. Paul International Airport. A new air traffic control tower is under construction and is planned to be operational summer of 2000. Activity is expected to increase its functions both as a reliever and corporate airport.

An air traffic control tower has been built and is operating at the Anoka County-Blaine airport. Although adding another runway has not yet been approved, it is in the long-term comprehensive plan for Anoka County. If this expansion does proceed, capacity will be increased from 230,000 to 355,000 annual operations.

How do expectations fit the vision?

The Ramsey County roadway system can currently accommodate airport traffic unless major expansion occurs at the Anoka County-Blaine airport. If this expansion occurs, the County roadway system will be reevaluated to identify possible areas for improvement.

Provided County roads can legally carry heavy trucks on its roadway system, the County should be able to accommodate the increased air freight traffic.

What role does the County play in this issue?

The County has a limited role in airport related matters. Land use compatibility and associated noise and height restrictions are the responsibility of the Metropolitan Airport Commission (MAC), the Metropolitan Council, and affected municipalities.

The County will continue to work with municipalities and other government entities to monitor increased passenger traffic to MSP to ensure reasonable travel times to the airport for all County residents.

The County should ensure that roads to airport freight terminals address the operational needs of trucks to assure efficient truck access as well as the safety of the travelling public.

What policy should be in place to make the County play the role it should play?

A policy of maintaining a road system that safely accommodates trucks serving the airport.

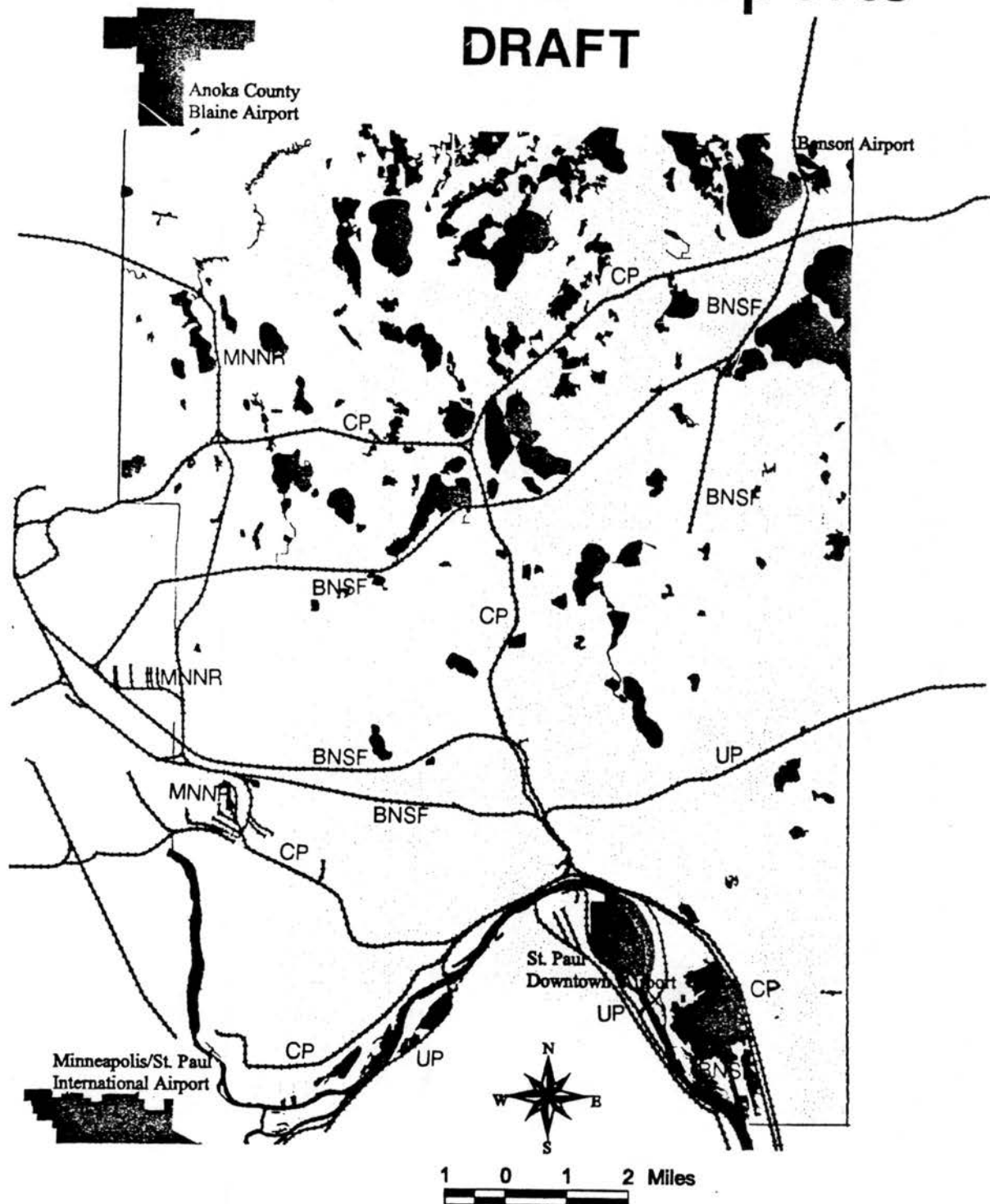
FUNCTIONAL & OPERATIONAL CHARACTERISTICS of METROPOLITAN AIRPORT FACILITIES

Airport Type	Functional Characteristics			Operational Characteristics		Area of Influence
	System Role	Airport Users Accommodated	Air-Service Access Provided	Primary Runway Length	Instrumentation Capacity	Approximate Airport Influence Area Radius
Major	Scheduled Air Service • Minneapolis-St. Paul International Airport	Air Carriers • Regional/Commuter • Passenger and Cargo • Supplemental/Charters • Air Cargo • Air Taxi • Corporate G.A. • Military	International, National, and Regional	10,000 feet	Precision	4-6 miles
Intermediate	Primary Reliever • St. Paul Downtown	General Aviation • Regional/Commuter • Air Taxi • Corporate/Business • Flight Training • Personal-use and Recreational • Military	International, National and Regional	8,000 feet 5,001 feet	Precision	2-4 miles
Minor	Secondary Reliever • Anoka County-Blaine • Airlake • Crystal • Flying Cloud • Lake Elmo • South St. Paul	• Air Taxi • Business G.A. • Flight Training • Personal Use and Recreational • Military	National, Regional and State	2,500 feet 5,000 feet	Precision or Nonprecision Approach	1-2 miles

Source: Metropolitan Council Aviation Policy Plan. 1996

Ramsey County Railroads and Airports

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Open Water
 Airports
 Ramsey County

Burlington Northern Santa Fe
 Canadian Pacific
 Minnesota Commercial
 Union Pacific

Source: December 1996 Metropolitan Council Transportation Policy Plan Map.
 Minnesota Department of Transportation Office of Railroads and Waterways.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

RAILROADS (COMMERCIAL TRANSPORTATION)

Define issue and how it relates the vision:

Railroads continue to play an important role in the economy of Ramsey County. Railways move freight to, and between, major urban areas and ports. Utilizing railroads to move freight can help relieve highway congestion and road wear by reducing truck traffic. Ramsey County monitors the abandonment of railroad lines to determine impacts on land use and the County highway system.

This issue relates to the County vision supporting a system that will provide for the efficient movement of goods, protecting the economic vitality of the community.

This issue corresponds with the Economic Development vision that businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products.

This issue supports the Land Use strategy of identifying uses for, and coordinate use of, abandoned properties.

This issue relates to the Transit vision that the County, in cooperation with involved municipalities, will provide land use planning that fosters increased use of transit.

Existing conditions of issue:

Based on the number of train movements, traffic volume and overall scope of operations, the Burlington Northern & Sante Fe Railway Co. (BNSF) is the dominant carrier in the Twin Cities, followed by the Canadian Pacific Rail System (CP Rail) and the Union Pacific Railroad (UP). These three railroads are considered major, or Class I, railroads. The Minnesota Commercial Railway Co. (MNNR) is a Class III, private carrier that services local industry. (MnDOT's Office of Railroads and Waterway's Twin Cities Rail Study.)

Volume at BNSR's Midway Intermodal Yard in St. Paul has grown 29 percent from 1990 through 1994 (Minnesota Intermodal Railroad Terminal Study¹).

The Twin Cities remains a fairly important operational hub for UP as it is the junction point for routes to Duluth-Superior, Sioux City, Omaha, Des Moines, Kansas City, Milwaukee and Chicago.

According to the Twin Cities Rail Study, the Twin Cities has historically been a key location for CP Rail. Corporate headquarters are located in Minneapolis, and Shoreham Yard, located in northeast Minneapolis, is the second busiest terminal on the entire CP system. St. Paul Yard is one of two major classification yards on the CP Rail system.

Expectations based on current trends:

There will be 31 at grade railroad crossings in Ramsey County once turnbacks are completed. Railroad crossings represent points of increased accident risk and maintenance problems.

According to the Metropolitan Council, trucking firms will continue to establish strategic alliances with railroads to move freight intermodally by containers and trailers. Small package handlers will continue to rapidly expand through extension of overseas service. These handlers will extend their service as logistic providers to small businesses.

According to the Minnesota Intermodal Railroad Terminal Study (MIRTS): nationally, intermodal shipping has been growing rapidly, currently comprising about fifteen percent of all U.S. shipping, and growing approximately eight percent each year. However, even with operational improvements, BNSR's Midway yard would not be able to absorb projected growth past 1997, and Shoreham yard beyond 2012.

Proposals for rail abandonment are processed by MnDOT. The County has an opportunity to comment on the proposals in two ways: to consider the effect of the proposed abandonment, and to suggest uses for the abandoned railways.

At present, with the exception of Amtrak sharing CP Rail's line along the Mississippi River, railroads in the County are used exclusively for freight transportation. In the future, there may be additional opportunities for use of existing facilities for passenger service, or a combination of freight and passenger service (e.g. accommodating passengers during rush hour).

The design of several railroad bridge structures within Ramsey County cause a "bottleneck" or "pinch point" condition as each roadway has been reduced in width to accommodate the narrow road opening provided with each bridge structure. These reduced roadway widths are not in compliance with current highway design standards.

¹ MIRTS is made up of representatives from the Metropolitan Council, MnDOT, BNSR, CP, and UP railroads.

What needs to be done to influence the future and change the expectations?

Railroad crossings should be rebuilt or, where possible, removed to decrease accident possibilities as well as maintenance costs.

Construct a new multiuser intermodal terminal in the Twin Cities area to accommodate increases in intermodal shipping and provide for the efficient movement of goods.

Evaluate abandoned railroad lines for potential transportation possibilities.

Jurisdiction of railroad bridges that impede traffic flow on the County roadway system should be transferred from the railroad to the appropriate government agency.

What role does the County play in this issue?

The County will work with MnDOT to identify safety issues at rail crossings within Ramsey County. Where appropriate, the County will coordinate solutions to safety issues, such as rubberized crossings, signage, and grade separated crossings, with the affected agencies.

Ramsey County will work with government agencies and the public regarding the location of any multiuser intermodal terminal facility impacting the County.

At the time MnDOT processes railroad abandonment proposals, the County should evaluate the proposals and suggest uses for these corridors, such as trails or LRT.

The County will continue to work with the railroads on bridge reconstruction issues.

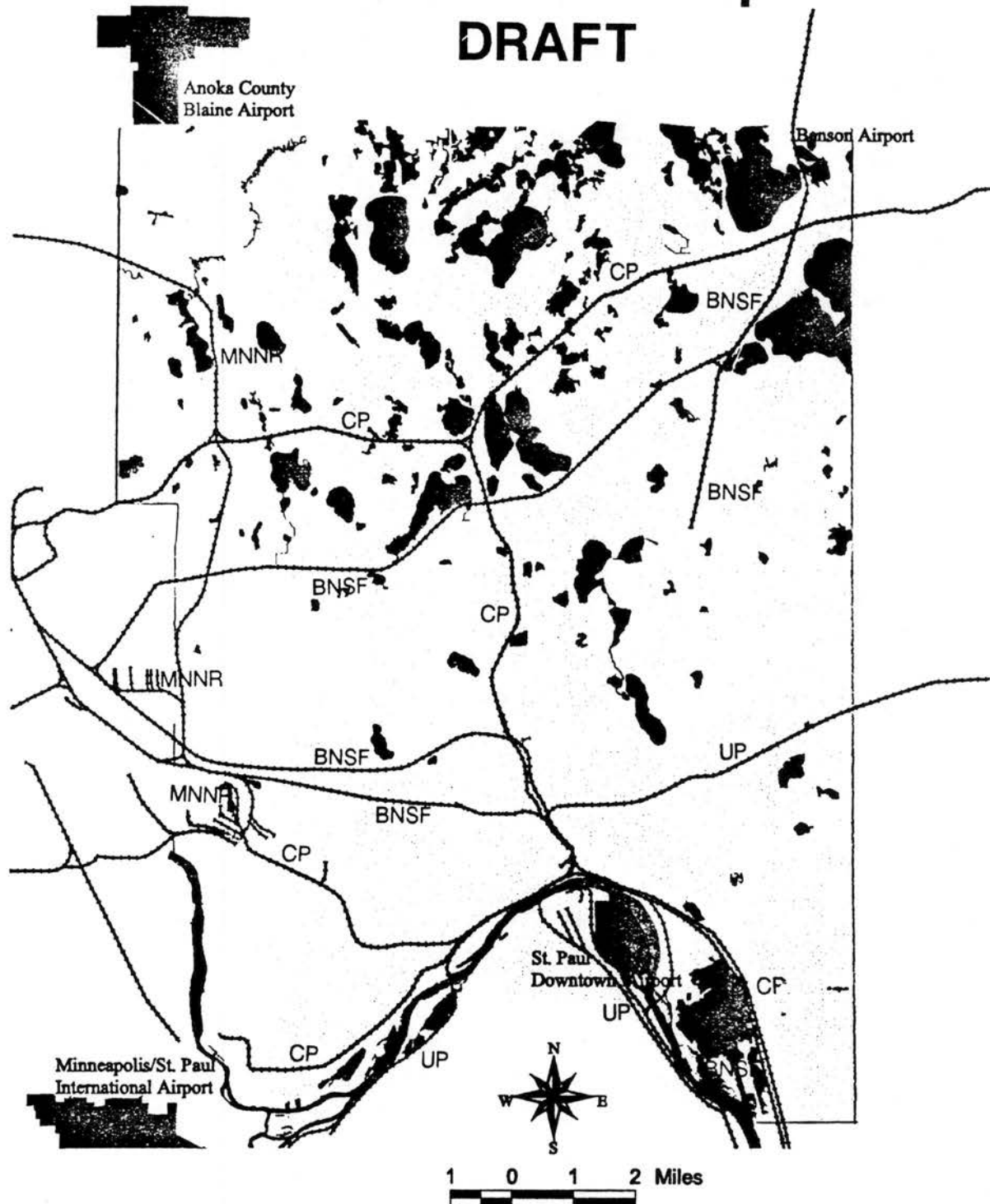
What policy should be in place regarding this issue to make the County play the role it should play?

A policy of acquiring abandoned railroad corridors.

A policy of obtaining jurisdiction over railroad bridges that impede the movement of motorized and nonmotorized traffic on the County roadway system.

Ramsey County Railroads and Airports

DRAFT



 Open Water
 Airports
 Ramsey County

 Burlington Northern Santa Fe
 Canadian Pacific
 Minnesota Commercial
 Union Pacific

Source: December 1996 Metropolitan Council Transportation Policy Plan Map.
Minnesota Department of Transportation Office of Railroads and Waterways.

35

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

BICYCLE/PEDESTRIAN

Define issue and how it relates to the vision:

In the report, Plan B: The Comprehensive State Bicycle Plan, the State of Minnesota estimates that 60% of all Minnesotans bicycle, that bicycling is the most popular recreational activity in the state, and that almost all demographic groups are found among the bicycling public. Providing and maintaining a regional transportation system of bicycle/pedestrian pathways throughout Ramsey County contributes both recreational and work commute opportunities for residents. Bicycle routes provide efficient transportation in conjunction with environmental and traffic congestion improvements.

Bikeway systems operate under three levels of jurisdiction: municipal, county and state.* Each system performs its function in the overall network by providing bicycle accessibility at the appropriate scale. The County system provides the link between municipal and state networks.

Regardless of jurisdiction, the majority of bike trails within Ramsey County also serve as pedestrian trails. Pedestrian pathways contribute to the overall intermodal transportation system by providing connections to neighborhoods, businesses, transit, employment, community centers and parks. Studies suggest that walking rates are almost four times higher in pedestrian-friendly neighborhoods with well-connected streets and sidewalks and nearby commercial destinations.

The bicycle/pedestrian issue corresponds to the land use (vision) strategy of advocating sustainable, low-energy-use modes of transportation.

*The bicycle/pedestrian pathways discussed in this issue paper generally do not include bicycle/pedestrian trails within County or municipal parks. Trails within parks tend to serve a recreational rather than a transportation function. Those bicycle/pedestrian trail systems are discussed in detail in the Parks and Recreation System Plan, and in the Parks and Recreation section of municipal comprehensive plans.

Because municipalities direct land use, municipalities should work with the County at the development process to assist with right of way needs for bicycle/pedestrian routes.

What role does the County play in this issue?

Ramsey County pays for 25% of all bicycle/pedestrian paths adjacent to County roadways when that roadway is either under reconstruction or a component of a Ramsey County TIP project.

Ramsey County has mapped existing bicycle trails. (Map xxx: Ramsey County staff is working with the staffs of County municipalities to develop a County bicycle map.)

What policy should be in place to make the County play the role it should play?

A policy that the County will participate in future bicycle/pedestrian pathways. Whenever possible, the County will coordinate bicycle/pedestrian routes with municipal bicycle/pedestrian routes to form a comprehensive bicycle/pedestrian transportation system.

A policy that municipalities will involve Ramsey County at the beginning of project development processes in order to coordinate right of way needs and to ensure that municipal and County trails connect.

A policy of constructing off-road bicycle/pedestrian trails in conjunction with all County road projects whenever feasible.

The bicycle/pedestrian issue supports the parks and open space vision of allowing people to move from open space to open space being enabled by 'greenways' containing trails for pedestrian, bicycle or other nonmotorized traffic.

The County vision supports providing a coordinated system of thoroughfares, highways, streets, and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

The County vision supports maximizing all opportunities for grants and funding to offset taxpayer burden because the federal Transportation Equity Act for the 21st Century (TEA-21) provides funding for the establishment of bicycle/pedestrian trails.

Existing condition of issue:

Ramsey County has jurisdiction of pedestrian traffic crossing county roads. Municipalities have direct control over pedestrian systems. Each municipality determines its own criteria for the location of sidewalks. The only sidewalks the County maintains are on County bridges.

Ramsey County pays for 25% of all bicycle/pedestrian paths adjacent to County roadways when that roadway is either under reconstruction or a component of a Ramsey County Transportation Improvement Program (TIP) project.

Ramsey County monitors traffic volumes and accidents (including bicycle/pedestrian accidents), providing valuable safety feedback.

Expectations based on current trends:

Bicycle/pedestrian facilities will continue to be provided by municipalities, MnDOT, the Minnesota Department of Natural Resources (Mn/DNR), Ramsey County Parks and Recreation, and Ramsey County Public Works.

What needs to be done to influence the future and change the expectations?

Standards of the American Association of State Highway and Transportation Officials (AASHTO) and the State of Minnesota regarding bicycle/pedestrian criteria should be followed to the extent permissible by factors such as road widths and available right of way.

Ramsey County should assist municipalities in the development of facilities that allow the bicycle to become a viable transportation option.

Bicycle/pedestrian trails should be connected at municipal, county, park and state levels in order to form a comprehensive system of safe and convenient trails.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

November 10, 1998

Date

Board Action Requested

Update on Activities

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere.

Budgeting and Accounting

County Attorney

Risk Management

K. DeSpiegelaere 11/10/98
Dan Marshall

Documentation certified complete for:

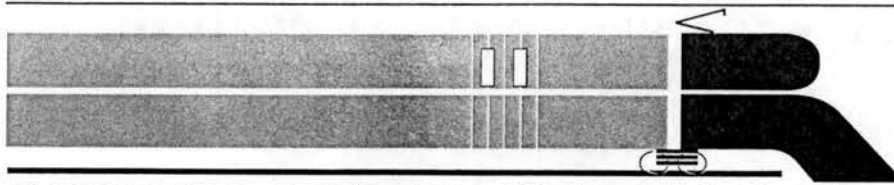
November 17, 1998

Board Date

Kristine A. Longhenry
Signature

11-10-98

Date



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere

SUBJECT: Update on Activities

DATE: November 8, 1998

The following activities have occurred in the last month pertaining to Railroad Authority work:

St. Paul Transit Vision Advisory Task Force

The St. Paul Transit Vision Advisory Task Force has had three meetings. The group will develop priorities for transit for St. Paul for recommendation to the County Regional Railroad Authority, Mayor and City Council of St. Paul. The 20 members are co chaired by John Labosky, Ruby Hunt and Art Leahy. They anticipate making recommendations in early January.

Minnesota Department of Transportation Commuter Rail Study

Mn/DOT is completing a study of commuter rail routes in the Twin Cities metro area. The likely recommendations if implementation occurs are these locations:

1. Minneapolis to Elk River
2. Minneapolis to St. Paul as part of the Elk River line or the Hastings line
3. St. Paul to Hastings
4. Minneapolis to Lakeville.

Additional lines, including the line to Forest Lake, would be implemented later. See map attached.

Riverview Corridor Major Investment Study

The Riverview Corridor Major Investment Study is beginning. There is likely to be a scoping meeting in January. The



first step in the process is interviews with stakeholders and development of a plan of how we will work with the public.

Red Rock Corridor

The Red Rock Corridor (Minneapolis-St. Paul to Hastings) is considering a joint powers agreement.

Rush Line Corridor

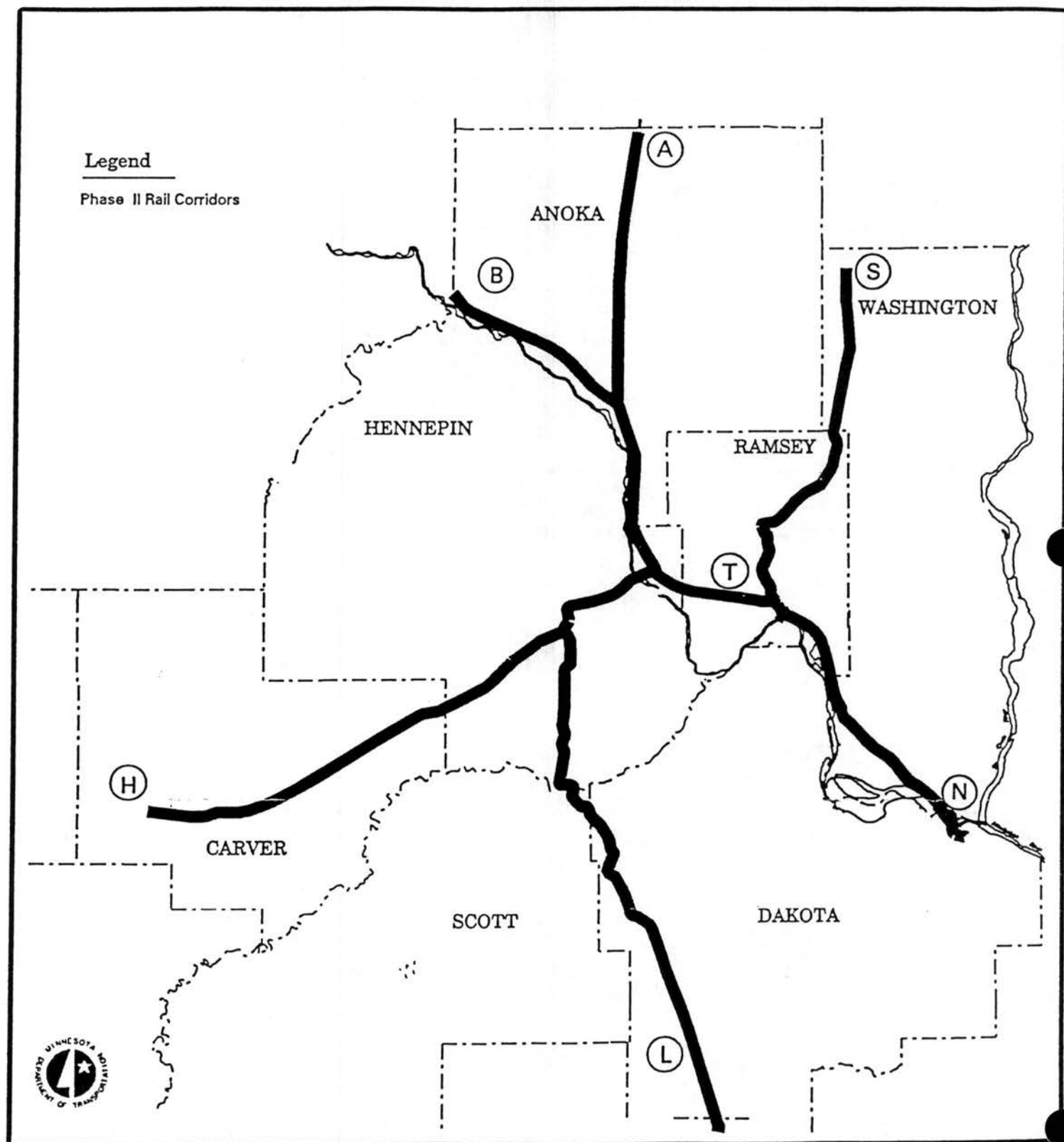
The Rush Line Corridor (St. Paul to Rush City) is considering a work plan and budget for 1999. A task force and steering committee representing local units of government have met since mid summer.

Access to Jobs Transportation

The Federal Transit Administration is accepting grants for access to jobs for low income and welfare clients on December 31. Metro counties are working with the Metropolitan Council and Metro Transit to prepare an application for this region.

A best practices forum will be held on welfare to work transportation on February 11, 1999 at the Radisson St. Paul Hotel. The Metro Light Rail Transit Joint Powers Board is the sponsor, with assistance from a McKnight Foundation grant.

MnDOT Twin Cities Metropolitan Commuter Rail Study Phase II Route Locations



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpieglaere
Authorized Signature

November 10, 1998
Date

Board Action Requested

Resolution of support for Rush Line activities.

ACTION IS REQUESTED

Request Justification

Draft resolution is attached, along with resolutions from Washington County RRA, Chisago County RRA, City of White Bear Lake and City of Wyoming.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:
November 17, 1998

Board Date

Kristine A. Longhenry
Signature

11-10-98
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

Resolution supporting communities along Highway 61 from downtown St. Paul to Rush City in working together as a group to establish common goals and plan for rail transit and trails in the Rush Line corridor

WHEREAS, Highway 61 runs through Ramsey County; and

WHEREAS, The Ramsey County Regional Railroad Authority has committed to preserve this corridor for future rail transit initiatives; and

WHEREAS, The Minnesota Department of Transportation is currently conducting a commuter rail study which has recommended this corridor for further study in Phase II; and

WHEREAS, The townships, cities and counties along the Rush Line corridor have met and decided to establish a steering committee to discussion mission, goals and issues; and

WHEREAS, The Counties of Ramsey, Washington and Chisago are interested in working as partners with the local communities to plan for the future of the north TH 61 (Rush Line) corridor; and

WHEREAS, The Counties of Ramsey, Washington and Chisago have taken the lead in establishing a steering committee; and

WHEREAS, A Commissioner from Ramsey County Regional Railroad Authority participates on the Steering Committee; Now Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority supports the cooperation between the townships, cities and counties to plan for the future of rail transit and trails in the Rush Line corridor from downtown St. Paul to Rush City.

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

WASHINGTON REGIONAL RAILROAD AUTHORITY
BOARD OF COMMISSIONERS
WASHINGTON COUNTY, MINNESOTA

RESOLUTION NO. RRA-98-01

DATE September 15, 1998

DEPARTMENT Public Works - Tech & Admin.

MOTION BY COMMISSIONER Peterson

SECONDED BY COMMISSIONER Hegberg

**Resolution Supporting Communities Along North State Trunk Highway (TH) 61 from
Downtown St. Paul to Rush City in Working Together as a Group to
Establish Common Goals and Plan for Commuter Rail and Trails in the Corridor**

WHEREAS, the Washington County Regional Rail Authority owns 9.5 miles of the 12 mile railroad corridor along TH 61 in the northern part of the County; and

WHEREAS, the RRA has committed to preserve this corridor for future rail transit initiatives; and

WHEREAS, in the short term the RRA is planning for implementation of a multi-modal pedestrian trail; and

WHEREAS, the Minnesota Department of Transportation (Mn/DOT) is currently conducting a Commuter Rail Study which has recommended this corridor for further study in Phase II and it will be included in a Commuter Rail implementation plan for the Twin Cities Region at the conclusion of Phase II; and

WHEREAS, the townships, cities and counties along this corridor have met and decided to establish a steering committee to discuss mission, goals and issues; and

WHEREAS, the Counties of Ramsey, Washington and Chisago are interested in working as partners with the local communities to plan for the future of the North TH 61 Corridor,

WHEREAS, the Counties of Ramsey, Washington and Chisago are willing to take the lead in establishing a steering committee; and

WHEREAS, two Commissioners from the Washington County Regional Railroad Authority will participate on the steering committee;

NOW, THEREFORE, BE IT RESOLVED, that the Washington County Regional Rail Authority supports the cooperation between the townships, cities and counties to plan for the future of commuter rail and trails in the North TH 61 Corridor from downtown St. Paul to Rush City.

TEST:

James R. Schuy
COUNTY ADMINISTRATOR

Myra Peterson
VICE-CHAIRMAN, REGIONAL RAILROAD AUTHORITY

ABRAHAMSON
HAUSER
HEGBERG
PETERSON
STAFFORD

YES

NO

X	
X	
X	
X	
X	

2

DRAFT

RESOLUTION NO. 980902-1

SUPPORTING CONTINUED MUTUAL
DISCUSSIONS AMONG SEVERAL COUNTIES
FOR PROVISION OF COMMUTER RAIL SERVICES

BE IT RESOLVED that the Chisago County Board of Commissioners and the Chisago County Regional Rail Authority hereby agree to be partners in, and endorse the continuance of, discussions between and among the County Boards and Rail Authorities of the Counties of Ramsey, Washington and Chisago as well as the respective townships and cities thereof regarding the development of commuter rail to serve the citizens of our communities.

**Resolution supporting Communities along Highway 61
from downtown St. Paul to Rush City in working together
as a group to establish common goals and plan for
Rail Transit and Trails in the Corridor**

WHEREAS, The Minnesota Highway 61 runs through White Bear Lake; and

WHEREAS, the City of White Bear Lake is committed to preserve this corridor for future rail transit initiatives; and

WHEREAS, in the short term the City is interested in continued planning for implementation of a multi-modal pedestrian trail; and

WHEREAS, the Minnesota Department of Transportation is currently conducting a Commuter Rail Study which has recommended this corridor for further study in Phase II.; and

WHEREAS, the townships, cities and counties along this corridor have met and decided to establish a steering committee to discuss mission, goals and issues; and

WHEREAS, the Counties of Ramsey, Washington and Chisago are willing to take the lead in establishing a steering committee; and

WHEREAS, the Mayor of White Bear Lake will appoint two representatives of White Bear Lake to participate in the steering committee;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of White Bear Lake supports the cooperation between the townships, cities and counties to plan for the future of rail transit and trails in the Highway 61 Corridor from downtown St. Paul to Rush City.

BE IT FURTHER RESOLVED, that the Ramsey County Board, the Ramsey County Regional Rail Authority and other agencies having transportation jurisdiction in Ramsey County are hereby petitioned to take all actions necessary to expedite the acquisition of the Burlington Northern right-of-way between Beam Avenue and the north county line for future transit use and cause the construction of a recreation trail between the Soo Line Railway and Beam Avenue. -

The foregoing resolution, offered by Councilmember ANDERSON and supported by Councilmember DEVORE, was declared carried on the following vote:

Ayes: ANDERSON, BRIGGS, DEVORE, JOHNSTONE, LEMIRE

Nays: NONE

Passed: OCTOBER 27, 1998


Paul L. Auger, Mayor

ATTEST:


Cory L. Bengtson, City Clerk

COPY

City of Wyoming}
County of Chisago}
State of Minnesota}

Resolution No. 11-2-98

**RESOLUTION SUPPORTING COMMUNITIES ALONG NORTH STATE
TRUNK HIGHWAY (TH) 61 FROM DOWNTOWN ST. PAUL TO RUSH CITY IN
WORKING TOGETHER AS A GROUP TO ESTABLISH COMMON GOALS
AND PLAN FOR RAIL TRANSIT AND TRAILS IN THE CORRIDOR**

WHEREAS the North TH 61 Railroad Corridor runs through the City of Wyoming; and

WHEREAS the City of Wyoming is committed to preserve this corridor for future rail transit initiatives;
and

WHEREAS in the short term the City of Wyoming is interested in continued planning for implementation
of a multi-modal pedestrian trail; and

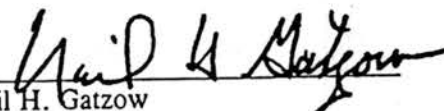
WHEREAS the Minnesota Dept. Of Transportation (MnDOT) is currently conducting a Commuter Rail
Study which has recommended this corridor for further study in Phase II and it will be included in a
Commuter Rail implementation plan for the Twin Cities Region at the conclusion of Phase II; and

WHEREAS the townships, cities, and counties along this corridor are willing to take the lead in
establishing a steering committee; and

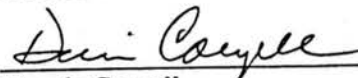
WHEREAS one Council representative from the City of Wyoming will participate in the steering
committee or other committee as needed;

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WYOMING that
the City supports the cooperation between the townships, cities, and counties to plan for the future of rail
transit and rails in the North TH 61 Corridor from downtown St. Paul to Rush City.

Passed and adopted this 2nd day of November, 1998.


Neil H. Gatzow
Mayor

ATTEST:


Dennis Coryell
City Administrator

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

November 10, 1998
Date

Board Action Requested

Ratify quarterly report of payments for July 1 through September 30, 1998.

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 17, 1998
Board Date

Kristine A. Longhewy
Signature

11-10-98
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 July 1, 1998 through September 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: 651-266-8041
Fax: 651-266-8066

MEMORANDUM

TO: Terry Schutten, County Manager

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

DATE: October 7, 1998

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: July - September 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	\$ 62,771.28
59109 Northeast Corridor Maintenance Kellogg to Beam	4,503.32
59112 Northeast Corridor Beam to No. County Line	4,800.00
59114 Riverview Corridor Transit Study	5,750.00
	<u>\$77,824.60</u>

We are attaching the following reports:

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

JVH:TCO:teo
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 49,243.08	9,413.59	25,585.41	39,829.49	14,244.08	0.00	5,756.92	19.12
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	14,581.00	10,419.00	20,419.00	10,000.00	0.00	0.00	41.66
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	5,912.60	0.00	6,667.94	6,667.94	3,580.54	0.00	47.00
020193	COUNTY PROJECT MANAGEMENT SERVICES 121,458.47	67,471.20	0.00	53,987.27	53,987.27	0.00	8,695.53	55.55
020202	POSTAGE 1,500.00	488.50	0.00	1,011.50	1,011.50	0.00	0.00	32.57
020207	TELEPHONE LONG DISTANCE CHARGES 200.00	95.61	0.00	104.39	104.39	0.00	0.00	47.81
020208	TELEPHONE-LOCAL SERVICE 2,100.00	798.00	0.00	1,302.00	1,302.00	0.00	0.00	38.00
020209	TELEPHONE-EQUIPMENT RENTAL 200.00	0.00	0.00	200.00	200.00	0.00	0.00	
020214	TELEPHONE-CELLULAR SERVICE 0.00	326.52	0.00	326.52CR	326.52CR	0.00	0.00	
020217	PAGER SERVICES 0.00	79.88	0.00	79.88CR	79.88CR	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 *					
	TRANSPORTATION ALLOWANCE							
020301	1,600.00	887.71	0.00	712.29	712.29	0.00	0.00	55.48
	MESSENGER SERVICE							
020305	850.00	191.10	0.00	658.90	658.90	0.00	0.00	22.48
	ADVERTISING & PROMOTION							
020402	0.00	26.03	0.00	26.03CR	26.03CR	0.00	0.00	
	PRINTING & STATIONERY							
020501	5,000.00	3,072.90	0.00	1,927.10	1,927.10	0.00	0.00	61.46
	LIABILITY & PROPERTY DAMAGE							
020611	850.00	1,372.50	0.00	522.50CR	522.50CR	0.00	0.00	161.47
	EQUIPMENT & MACHINERY REPAIRS							
020803	2,000.00	792.80	0.00	1,207.20	1,207.20	0.00	0.00	39.64
	BUILDINGS & OFFICE SPACE							
020906	12,883.00	12,662.00	0.00	221.00	221.00	0.00	0.00	98.28
	PARKING SPACE							
020909	800.00	502.19	0.00	297.81	297.81	0.00	0.00	62.77
	BOOKS, PERIODICALS, SUBSCRIPTIONS							
021101	500.00	65.00	0.00	435.00	435.00	0.00	0.00	13.00
	TUITION							
021134	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
	EMPLOYEE DEVELOPMENT							
021180	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
	MEMBERSHIP & DUES							
021401	500.00	830.00	0.00	330.00CR	330.00CR	0.00	0.00	166.00
	CONFERENCE & SEMINAR EXPENSES							
021403	10,263.00	15,764.24	0.00	5,501.24CR	5,501.24CR	0.00	0.00	153.60
	OTHER TRAVEL							
021407	10,000.00	0.00	0.00	10,000.00	10,000.00	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 *				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	200.00	0.00	200.00	200.00	0.00	0.00	
021409	CEC MEETING EXPENSES ACCOUNT	2,950.00	920.78	2,029.22	2,029.22	0.00	50.00	31.21
022213	TRANSIT JOINT POWERS	20,000.00	19,670.00	330.00	330.00	0.00	0.00	98.35
TOTL 02		305,607.09	157,058.65	148,548.44	112,544.03	3,580.54	14,502.45	51.39
030101	OFFICE SUPPLIES	2,800.00	337.65	2,462.35	2,462.35	0.00	0.00	12.06
030201	COMPUTER OPERATING SUPPLIES	1,000.00	329.29	670.71	670.71	0.00	0.00	32.93
TOTL 03		3,800.00	666.94	3,133.06	3,133.06	0.00	0.00	17.55
040303	OFFICE FURNITURE AND EQUIPMENT	800.00	0.00	800.00	800.00	0.00	0.00	
040306	COMMUNICATIONS EQUIPMENT	2,176.38	2,176.38	0.00	0.00	2,176.38	0.00	100.00
CURR ORG-TOT		312,383.47	159,901.97	152,481.50	116,477.09	5,756.92	14,502.45	51.19

BA280 BUDGET CONDITION REPORT
RFBA280 09 29 98

RAMSEY COUNTY
ACCOUNTING DEPT
09 30 98

PAGE 96

PCT OF YEAR ELAPSED = 74.79

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
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	206,492.14	36,004.41	152,481.50	116,477.09	5,756.92	31,798.94	57.52

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							
	CONSULTING SERVICES							
020102	512,086.61	0.00	0.00	512,086.61	512,086.61	0.00	0.00	
--								
	COUNTY ATTORNEY SERVICES							
020174	46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
--								
	COUNTY MANAGER-SERVICES							
020176	2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00	
--								
	BUDGETING AND ACCOUNTING SERVICES							
020179	9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
--								
	DATA PROCESSING SERVICES-MTCE							
020185	494.91	0.00	0.00	494.91	494.91	0.00	0.00	
--								
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	72,796.15	0.00	0.00	72,796.15	72,796.15	0.00	0.00	
--								
	POSTAGE							
020202	3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
--								
	PUBLISHING MINUTES & NOTICES							
020401	3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
--								
	PRINTING & STATIONERY							
020501	9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
--								
	COMMITTEE COMPENSATION							
021226	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
--								
	OTHER TRAVEL							
021407	10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
--								
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	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	

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
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-MTCE							
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	

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							
	CONSULTING SERVICES							
020102	1,416.40	0.00	0.00	1,416.40	1,416.40	0.00	0.00	
	COUNTY ATTORNEY SERVICES							
020174	0.55	0.00	0.00	0.55	0.55	0.00	0.00	
	COUNTY MANAGER-SERVICES							
020176	66.45	0.00	0.00	66.45	66.45	0.00	0.00	
	BUDGETING AND ACCOUNTING SERVICES							
020179	197.97	0.00	0.00	197.97	197.97	0.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185	114.58	0.00	0.00	114.58	114.58	0.00	0.00	
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	263.24	0.00	0.00	263.24	263.24	0.00	0.00	
	POSTAGE							
020202	5.43	0.00	0.00	5.43	5.43	0.00	0.00	
	MESSENGER SERVICE							
020305	25.00	0.00	0.00	25.00	25.00	0.00	0.00	
	PUBLISHING MINUTES & NOTICES							
020401	8.57	0.00	0.00	8.57	8.57	0.00	0.00	
	PRINTING & STATIONERY							
020501	81.88	0.00	0.00	81.88	81.88	0.00	0.00	
	COMMITTEE COMPENSATION							
021226	100.00	0.00	0.00	100.00	100.00	0.00	0.00	
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	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	16,382.66	0.00	15,357.34	15,357.34	22,000.00	0.00	51.62
	IMPROVEMENTS OTHER THAN BUILDINGS							
020802	10,651.00	0.00	0.00	10,651.00	10,651.00	0.00	480.00	
	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	
	SIGNS & SIGN REPAIRS							
030507	480.00	480.00	0.00	0.00	0.00	480.00	0.00	100.00
CURR ORG-TOT	50,871.00	16,862.66	0.00	34,008.34	34,008.34	22,480.00	480.00	33.15

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 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	20,815.18	1,729.50	35,737.84	34,008.34	22,480.00	15,108.30	36.81	

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
59112	NE CORRIDOR BEAM TO N CD LINE							
020102	CONSULTING SERVICES 3,340.00	3,250.00	0.00	90.00	90.00	3,240.00	0.00	97.31
020192	SURVEYING SERVICE 51,132.76	31,000.00	0.00	20,132.76	20,132.76	0.00	250.00	60.63
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	37,909.75	0.00	2,064,363.98	2,064,363.98	3,490.00	25,490.00	1.80

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
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

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 59114	RIVERVIEW TRANSIT CORRIDOR STUDY								
000000	84,322.65	84,322.65	0.00	0.00	0.00	85,525.82	1,203.17	100.00	
ORG-TOT	93,068.18	93,068.18	0.00	0.00	0.00	94,271.35	1,203.17	100.00	

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 YTD	EXPD YTD
59116	PHALEN BERM AGREEMENT								
	MISCELLANEOUS								
021115	32,500.00	0.00	0.00	32,500.00	32,500.00	32,500.00	0.00		
ORG-TOT	32,500.00	0.00	0.00	32,500.00	32,500.00	32,500.00	0.00		
ACT-TOT	3,427,093.97	358,285.25	37,733.91	3,068,808.72	3,031,074.81	158,498.27	73,600.41	10.45	
5 FC	3,427,093.97	358,285.25	37,733.91	3,068,808.72	3,031,074.81	158,498.27	73,600.41	10.45	
FUND CURR TOT	3,290,499.13	223,419.91	36,004.41	3,067,079.22	3,031,074.81	72,972.45	40,472.45	6.79	
FUND R97 TOT	136,594.84	134,865.34	1,729.50	1,729.50	0.00	85,525.82	33,127.96	98.73	
FUND TOTAL	3,427,093.97	358,285.25	37,733.91	3,068,808.72	3,031,074.81	158,498.27	73,600.41	10.45	

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 1
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
RAMSEY COUNTY REGIONAL RAILROAD AUTH									
	020102	CONSULTING SERVICES							
59101	020102	CA	PA634	080798	00195023		800.00	STEVENS	KENNETH
		CA	PA634	081498	00197671		1,556.00	STEVENS	KENNETH
		CA	PA635	072198	00189854		2,968.04	GOFF AND HOWARD INC.	
		CA	PA635	081498	00197672		430.75	GOFF AND HOWARD INC.	
	020102	5,754.79							
	020154	LEGISLATIVE REPRESENTATIVE							
59101	020154	CA	PA565	072498	00189901		2,083.00	LOCKRIDGE GRINDAL NAUEN	
		CA	PA565	082598	00200249		2,083.00	LOCKRIDGE GRINDAL NAUEN	
	020154	4,166.00							
	020185	DATA PROCESSING SERVICES-MTCE							
59101	020185	IC	92635	071098	00185228		3,821.71	IC TRNSF PMT 574 57401	301385 C08297 01
		IC	94888	080798	00194189		22.78	IC TRNSF PMT 574 57401	301385 C08431 01
		IC	95022	081498	00196173		272.94	IC TRNSF PMT 574 57401	301385 C08381 01
		IC	96642	090498	00202977		237.41	IC TRNSF PMT 574 57401	301385 C08495 01
	020185	4,354.84							
	020193	COUNTY PROJECT MANAGEMENT SERVICES							
59101	020193	IC	92176	070298	00182846		1,504.04	IC TRNSF PMT 400 47101	300418 B04579 01
		IC	92176A	070298	00182846		44.84	IC TRNSF PMT 400 47101	300166 B04579 02
		IC	92770	071098	00185228		146.84	IC TRNSF PMT 400 47101	300418 B04578 01
		IC	92770A	071098	00185228		4.40	IC TRNSF PMT 400 47101	300166 B04578 02
		IC	92773	071098	00185228		6,361.80	IC TRNSF PMT 400 47101	300434 B04577 01
		IC	92773A	071098	00185228		190.90	IC TRNSF PMT 400 47101	300166 B04577 02
		IC	92776	071098	00185228		1,604.28	IC TRNSF PMT 400 47101	300434 B04576 01
		IC	92776A	071098	00185228		48.14	IC TRNSF PMT 400 47101	300166 B04576 02
		IC	95023	081498	00196173		1,327.68	IC TRNSF PMT 400 47101	300434 B04668 01
		IC	95023A	081498	00196173		39.84	IC TRNSF PMT 400 47101	300166 B04668 02
		IC	95033	081498	00196173		8,256.51	IC TRNSF PMT 400 47101	300434 B04667 01
		IC	95033A	081498	00196173		247.76	IC TRNSF PMT 400 47101	300166 B04667 02
		IC	95035	081498	00196173		1,583.20	IC TRNSF PMT 400 47101	300418 B04666 01
		IC	95035A	081498	00196173		47.20	IC TRNSF PMT 400 47101	300166 B04666 02
		IC	96275	090498	00202977		1,345.72	IC TRNSF PMT 400 47101	300418 B04685 01
		IC	96275A	090498	00202977		244.56	IC TRNSF PMT 400 47101	300418 B04685 02
		IC	96275B	090498	00202977		40.12	IC TRNSF PMT 400 47101	300166 B04685 03
		IC	96275C	090498	00202977		7.32	IC TRNSF PMT 400 47101	300166 B04685 04

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 2
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT

PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020193	IC	96287	090498	00202977	5,725.62	IC TRNSF PMT 400 47101	300434 804683 01
			IC	96287A	090498	00202977	171.81	IC TRNSF PMT 400 47101	300166 804683 02
			IC	96287B	090498	00202977	911.68	IC TRNSF PMT 400 47101	300434 804683 03
			IC	96287C	090498	00202977	27.36	IC TRNSF PMT 400 47101	300166 804683 04
			IC	96288	090498	00202977	165.96	IC TRNSF PMT 400 47101	300434 804682 01
			IC	96288A	090498	00202977	4.98	IC TRNSF PMT 400 47101	300166 804682 02
	020193						30,052.56		
	020202	POSTAGE							
	59101	020202	IC	93659	072498	00189904	126.05	IC TRNSF PMT 521 52104	350323 W03744 01
			IC	95391	082198	00198706	32.53	IC TRNSF PMT 521 52104	350323 W03779 01
	020202						158.58		
	020207	TELEPHONE-LONG DISTANCE CHARGES							
	59101	020207	IC	92767	071098	00185228	23.78	IC TRNSF PMT 578 57801	301601 Y03131 01
			IC	95236	081498	00196173	45.43	IC TRNSF PMT 578 57801	301601 Y03250 01
	020207						69.21		
	020208	TELEPHONE-LOCAL SERVICE							
	59101	020208	IC	92779	071098	00185228	143.70	IC TRNSF PMT 578 57801	301602 Y03046 01
			IC	92779A	071098	00185228	15.90	IC TRNSF PMT 578 57801	301602 Y03046 02
			IC	93653	072498	00189904	143.70	IC TRNSF PMT 578 57801	301602 Y03188 01
			IC	93653A	072498	00189904	15.90	IC TRNSF PMT 578 57801	301602 Y03188 02
			IC	95313	081498	00196173	143.70	IC TRNSF PMT 578 57801	301602 Y03289 01
			IC	95313A	081498	00196173	15.90	IC TRNSF PMT 578 57801	301602 Y03289 02
	020208						478.80		
	020214	TELEPHONE-CELLULAR SERVICE							
	59101	020214	CA	97008	092298	00209113	326.52	AIRTOUCH CELLULAR, BELLEVUE	
	020214						326.52		
	020301	TRANSPORTATION ALLOWANCE							
	59101	020301	MC	073765	071798	00188871	88.23	DESPIEGELAERE	KATHRYN
			MC	073766	071798	00188871	87.28	DESPIEGELAERE	KATHRYN
			MC	073767	071798	00188871	113.38	DESPIEGELAERE	KATHRYN
			MC	078964	092298	00209114	31.20	BODIN	DENNIS
			MC	078965	092298	00209114	41.60	BODIN	DENNIS

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 3
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020301	MC	078966	092298	00209114	15.60	BODIN	DENNIS
			MC	078967	092298	00209114	53.63	BODIN	DENNIS
		020301		430.92					
		020305		MESSENGER SERVICE					
	59101	020305	CA	92634	071098	00185266	11.35	ROADRUNNER TRANSPORTATION INC	
			CA	92781	071098	00185266	17.55	ROADRUNNER TRANSPORTATION INC	
			CA	93515	072198	00189855	17.40	ROADRUNNER TRANSPORTATION INC	
			CA	96636	090498	00203631	21.50	ROADRUNNER TRANSPORTATION INC	
			CA	96961	091198	00205714	26.55	ROADRUNNER TRANSPORTATION INC	
		020305		94.35					
		020501		PRINTING & STATIONERY					
	59101	020501	CA	92759	071098	00185372	26.17	ST PAUL CITY OF FIN/TREAS DIV	
			CA	92783	071098	00186504	678.51	THOLE PRINTING	
			CA	94332	080798	00194358	82.33	ST PAUL CITY OF FIN/TREAS DIV	
		020501		787.01					
		020611		LIABILITY & PROPERTY DAMAGE					
	59101	020611	CA	93729	072498	00190827	1,372.50	EKBLAD, PARDEE & BEWELL, INC.	
		020611		1,372.50					
		020803		EQUIPMENT & MACHINERY REPAIRS					
	59101	020803	PV	032580	072198	00188980	348.82	IKON OFFICE SOLUTIONS	
		020803		348.82					
		020906		BUILDINGS & OFFICE SPACE					
	59101	020906	IC	92620	071098	00185228	2,841.00	IC TRNSF PMT 576 57601	360513 Y01338 01
			IC	92620A	071098	00185228	327.00	IC TRNSF PMT 576 57601	360513 Y01338 02
			IC	97248	092598	00209184	2,839.00	IC TRNSF PMT 576 57601	360513 Y01358 01
			IC	97248A	092598	00209184	319.00	IC TRNSF PMT 576 57604	360513 Y01358 02
		020906		6,326.00					
		020909		PARKING SPACE					
	59101	020909	IC	111110	090498	00202977	40.00	IC TRNSF PMT 576 57601	360205

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 4
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT

PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	59101	020909	CA	92785	071098	00185276	37.45	IMPERIAL PARKING INC.
			CA	94111	080798	00195024	37.45	IMPERIAL PARKING INC.
		020909		114.90				
	59101	021401	MEMBERSHIP & DUES					
	59101	021401	CA	94887	081198	00195971	50.00	CITIZENS LEAGUE
		021401		50.00				
	59101	021403	CONFERENCE & SEMINAR EXPENSES					
			CA	73729	071498	00187323	401.40	DESPIEGELAERE KATHRYN
			CA	74258	071498	00188872	1,110.00	KATHRYN DESPIEGELARERE T315
			CA	75505	080798	00195025	111.89	DESPIEGELAERE KATHRYN
			CA	77382	090198	00202754	905.00	DESPIEGELAERE KATHRYN
			CA	79665	092998	00211701	282.62	DESPIEGELAERE KATHRYN
			CA	91471	071098	00000000	461.50	TRAVEL ASSOC OF CARRIAGE HILL JE1790
			CA	92633	071098	00186505	295.00	RAIL-VOLUTION
			CA	93268	071098	00186506	663.00	RILEY NICK
			CA	94859	081198	00195972	405.00	TRAVEL ASSOC OF CARRIAGE HILL
			CA	95704	082198	00199365	130.00	MINNESOTA PUBLIC TRANSIT ASSOC
			CA	96267	090198	00202755	90.00	UNIVERSITY OF MINNESOTA
		021403		4,855.41				
	59101	021409	CED MEETING EXPENSES ACCOUNT					
			CA	92612	071098	00186507	114.39	BEST WESTERN DROVER'S INN
			CA	92786	071098	00186508	256.65	DESPIEGELAERE KATHRYN
			CA	93514	072198	00189856	32.58	DESPIEGELAERE KATHRYN
			CA	95929	082598	0020 250	115.53	DESPIEGELAERE KATHRYN
			CA	97253	092298	00209115	122.28	DESPIEGELAERE KATHRYN
		021409		641.43				
	59101	030101	OFFICE SUPPLIES					
			PV	032322	071098	00185233	16.45	GENERAL OFFICE PROD CO-8
			CA	92757	071098	00185372	53.20	ST PAUL CITY OF FIN/TREAS DIV
		030101		69.65				
	59101	030201	COMPUTER OPERATING SUPPLIES					
			PV	033089	080798	00195026	52.19	SILHOUETTE IMAGING

21

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 5
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
	59101	030201	CA	92782	071098	00186509	90.42	IKON OFFICE SOLUTIONS
		030201		142.61				
		040306	COMMUNICATIONS EQUIPMENT					
	59101	040306	CA	91457	071098	00186509	2,176.38	IKON OFFICE SOLUTIONS
		040306		2,176.38				

RAMSEY COUNTY REGIONAL RAILROAD AUTH 62,771.28

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 6
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

NORTHEAST CORRIDOR MAINT

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NORTHEAST CORRIDOR MAINT								
020193 COUNTY PROJECT MANAGEMENT SERVICES								
59109	020193	IC	92778	071098	00185228		919.80	IC TRNSF PMT 400 47109 300418 B04575 01
		IC	92778A	071098	00185228		69.72	IC TRNSF PMT 400 47101 300166 B04575 02
		IC	95037	081498	00196173		1,823.18	IC TRNSF PMT 400 47109 300418 B04665 01
		IC	95037A	081498	00196173		138.20	IC TRNSF PMT 400 47101 300166 B04665 02
		IC	95037B	081498	00196173		23.00	IC TRNSF PMT 400 47105 360202 B04665 03
		IC	96282	090498	00202977		755.55	IC TRNSF PMT 400 47109 300418 B04684 01
		IC	96282A	090498	00202977		219.96	IC TRNSF PMT 400 47109 300418 B04684 02
		IC	96282B	090498	00202977		57.27	IC TRNSF PMT 400 47101 300166 B04684 03
		IC	96282C	090498	00202977		16.64	IC TRNSF PMT 400 47101 300166 B04684 04

020193 4,023.32

030507 SIGNS & SIGN REPAIRS								
59109	030507	PV	032395	071498	00186854		480.00	WARNING LITES OF MN

030507 480.00

NORTHEAST CORRIDOR MAINT 4,503.32

23

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 7
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 30, 1998.

NE CORRIDOR BEAM TO N CNTY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NE CORRIDOR BEAM TO N CNTY								
		020102	CONSULTING SERVICES					
59112	020102	CA	93667	072498	00190828		3,250.00	PEER ENVIRON & ENGIN RES, INC.
		020102					3,250.00	
		020192	SURVEYING SERVICE					
59112	020192	CA	92827	071098	00186510		1,550.00	HANSEN THORP PELLINEN OLSON
		020192					1,550.00	
NE CORRIDOR BEAM TO N CNTY							4,800.00	

24

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 8
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 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	CA	PA388	082198	00199366	5,750.00	STRGAR ROSCOE FAUSCH INC
		020102					5,750.00	

RIVERVIEW TRANSIT CORR STDY 5,750.00

25

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 9
DATE 10/05/98

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD JULY 1, 1998 THRU SEPTEMBER 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							77,824.60	
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