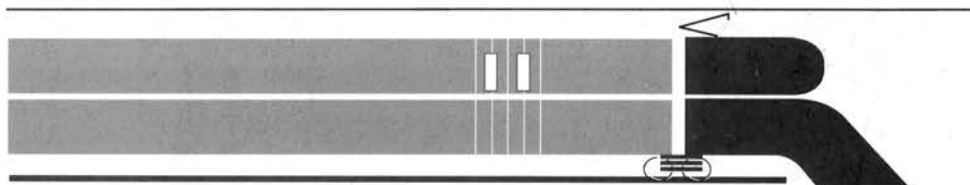




Ramsey County Regional Railroad Authority.
Records.

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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

January 5, 1999

Immediately following Annual Organizational Meeting

Third Floor Council Chambers Courthouse

1. * Appoint officers for 1999 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

* Action is requested

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

12/30/98
Date

Board Action Requested

Appoint officers for 1999 for Ramsey County
Regional Railroad Authority and Metropolitan
Light Rail Transit Joint Powers Board.

ACTION IS REQUESTED

Request Justification

See attached proposed resolution.

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

January 5, 1999

Board Date

Kristine A. Longhenry
Signature

12-30-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1999:

Tony Bennett, Chair
Jan Wiessner, Vice Chair
Rafael Ortega, Secretary
Susan Haigh, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1999:

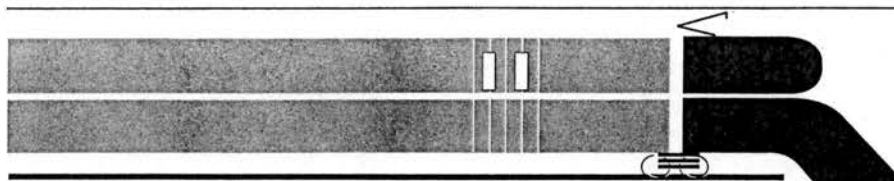
Rafael Ortega (member)
Tony Bennett (alternate)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

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

Agenda

Regional Railroad Authority Meeting

January 5, 1999

Immediately following Annual Organizational Meeting

Third Floor Council Chambers Courthouse

1. * Appoint officers for 1999 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

* Action is requested



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

12/30/98
Date

Board Action Requested

Appoint officers for 1999 for Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

ACTION IS REQUESTED

Request Justification

See attached proposed resolution.

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

January 5, 1999

Board Date

Kristine A. Longhenry
Signature

12-30-98

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1999:

Tony Bennett, Chair
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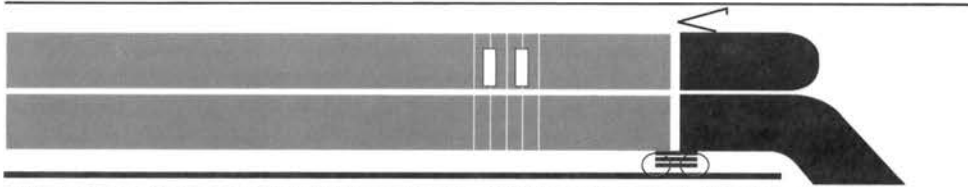
Rafael Ortega (member)
Tony Bennett (alternate)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
---	-----	-----	-------

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

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Agenda

Regional Railroad Authority Meeting

January 26, 1999

Immediately Following Executive Session

Third Floor Council Chambers Courthouse

1. * Approve minutes of the December 15, 1998 meeting
2. * Approve minutes of the January 5, 1999 meeting
3. Update on Phalen Corridor EIS
4. Metropolitan LRT Joint Powers Board Annual Report
5. * Approve state legislative proposal for funding engineering activities for Riverview and Red Rock Corridors in the amount of \$30 million.
6. * Approve Joint Powers agreement for Red Rock Corridor and authorize Chair to execute the agreement.
7. Update on the Riverview Corridor Major Investment Study
8. Burlington Northern rail abandonment in Hennepin and Ramsey Counties (Roseville)

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 15, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, December 15, 1998, in Council Chambers, 3rd Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Dino Guerin (arrived at 2:54 p.m.)
Commissioner Susan Haigh (arrived at 2:54 p.m.)
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Tom Oertel, Jim Van Houdt, Karen Tero, Mary Ann Palmer, Kris Longhenry

Chairman Ortega called the meeting to order at 2:50 p.m.

1. Approve Minutes of November 17, 1998 meeting.

Motion by Commissioner Reinhardt, seconded by Commissioner Wiessner to accept the minutes from the November 17, 1998 RCRRRA meeting.

Ayes - 5, Nays - 0
Motion accepted.

2. Approve the proposed budget for the Ramsey County Regional Railroad Authority for 1999 in the amount of \$435,000 and no tax levy.

Commissioner Rettman was concerned about the hiring of the consultants and the addition of the FTE. She supports the direction of the budget, but not the fringes on the administrative item.

[Commissioner Guerin and Commissioner Haigh arrived at this time.]

Kathy DeSpiegelaere commented that the FTE is part of the Public Works department staff complement and is not a new County position. This FTE would fill an existing vacant Public Works position and would be on loan to the RCRRRA. Commissioner Rettman asked if this statement could be added to the resolution. Kathy answered yes.

Commissioner Guerin asked what the duties of this FTE would be. Kathy DeSpiegelaere answered that this FTE would assist with the Riverview Corridor, the Joint Powers Board, the Red Rock Corridor, the Rush Line Corridor and right of way issues.

Commissioner Guerin noted that he cannot support additional staff because consultants are also being hired to do Rail Authority work.

Commissioner Ortega commented that the contracts using federal money are specific to engineering and this position is to assist Kathy DeSpiegelaere.

Motion by Commissioner Reinhardt, seconded by Commission Wiessner to approve the proposed budget for the Ramsey County Regional Railroad Authority for 1999 in the amount of \$435,000 and no tax levy.

Ayes - 5, Nays - 2
Motion accepted.

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

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

WHEREAS, The 1999 budget includes an additional staff person for the Regional Railroad Authority that is to be filled using a vacant position in the staff complement of Ramsey County Public Works Department and loaning the staff person to the Regional Railroad Authority to complete its work; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 1999 budget and tax levy as follows:

1999 Approved Budget	\$ 435,000
Less estimated revenue	\$ 435,000
Tax levy	\$ -0-

and Be It Further

RESOLVED, That the unexpended balances to fund: (1) acquisition of additional right of way in the Northeast Corridor from Beam Avenue to the North County Line; (2) Phalen berm removal; and (3) Riverview Corridor Major Investment Study be continued into 1999.

3. Approve a contract with Kenneth Stevens in an amount not to exceed \$40,000 for engineering/planning project management, right of way and policy consulting services through December 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management Departments.

Commissioner Guerin asked what Ken's duties are. Kathy DeSpiegelaere responded that Ken has a current contract with the RCRRA and this contract proposes to continue that contract for a one year period. Ken will assist with engineering, planning, project management and right of way negotiation issues. This position is funded in part by the federal grant from the Riverview Corridor and part from the RCRRA budget.

Commissioner Guerin stated that he doesn't support this since there is also a request to add a FTE to staff.

Motion by Commissioner Haigh, seconded by Commissioner Bennett to approve a contract with Kenneth Stevens in an amount not to exceed \$40,000 for engineering/planning project management, right of way and policy

consulting services through December 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management departments.

Ayes - 6, Nays - 1
Motion accepted.

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

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

WHEREAS, Additional staff time and skills are required in order to adequately staff the current projects and activities of the Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its chair to execute a contract subject to approval by staff of County Attorney, Risk Management and Budgeting and Accounting with Kenneth Stevens to provide consultation and assistance to the Director of the Regional Railroad Authority on issues such as project management, contract negotiations, right of way management and railroad negotiations for an amount not to exceed \$40,000; and Be It Further

RESOLVED, That the contract for services will expire December 31, 1999.

4. Approve a contract with Ted Davis in an amount not to exceed \$25,000 for development of the community involvement plan for the Riverview Corridor transit project through March 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management departments.

Commissioner Rettman asked if Ted Davis will have a head start in receiving the RFP position. Kathy DeSpiegelaere answered no.

Commissioner Guerin questioned why this position would be needed if there is already a million dollar contract already approved for the Riverview Corridor. Kathy DeSpiegelaere explained that the RCRRA approved a contract with Parsons Brinckerhoff Quade & Douglas in November for the Riverview Corridor work and a budget adjustment was approved for the work and the staffing. The Ted Davis contract is part of the staffing funding.

Commissioner Rettman asked if RCRRA is hiring this person or if Parsons Brinckerhoff Quade & Douglas is hiring this person. She also asked what community involvement type will be used and if Ted Davis is going to be working off of Parsons Brinckerhoff Quade & Douglas's proposal. Kathy DeSpiegelaere answered that the contract is RCRRA's. Kathy stated that community involvement is broadly defined and will be done in both traditional and non-traditional ways.

Motion by Commissioner Reinhardt, seconded by Commissioner Haigh to approve a contract with Ted Davis in an amount not to exceed \$25,000 for development of the community involvement plan for the Riverview Corridor

transit project through March 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management departments.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has undertaken a Major Investment Study for the Riverview Corridor; and

WHEREAS, A major element of the project is working with the community, both those immediately impacted in the corridor and the community at large, on transit improvements; and

WHEREAS, Work on this corridor is funded 80% by a federal grant and the funds for this project, including project management, were previously appropriated in 1998 by the Regional Railroad Authority; and

WHEREAS, Knowledge of the community and its residents is important in eliciting opinions of key stakeholders and nontraditional stakeholders; and

WHEREAS, Ted Davis has experience in working with the St. Paul community in a variety of ways; Now Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby authorizes its Chair to execute a contract with Ted Davis in an amount not to exceed \$25,000 for development of a community involvement plan for the Riverview Corridor transit project through March 31, 1999, subject to approval by Budgeting and Accounting, County Attorney and Risk Management Departments.

5. Authorize staff to issue a request for proposal to assist in implementing the community involvement plan for the Riverview Corridor transit project.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to authorize staff to issue a request for proposal to assist in implementing the community involvement plan for the Riverview Corridor transit project.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has undertaken a Major Investment Study for the Riverview Corridor; and

WHEREAS, A major element of the project is working with the community, both those immediately impacted in the corridor and the community at large, on transit improvements; and

WHEREAS, Work on this corridor is funded 80% by a federal grant and the funds for this project, including project management, were previously appropriated in 1998 by the Regional Railroad Authority; and

WHEREAS, Knowledge of the community and its residents is important in eliciting opinions of key stakeholder and nontraditional stakeholders; Now Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes its Director to issue a request for services to assist in implementing the community involvement plan for the Riverview Corridor Major Investment Study; and Be It Further

RESOLVED, That milestones and outcomes will be requested in the request for proposals so that key points in the 18 month project are identified and measurable results are obtained for the work undertaken.

6. Approve a contract with Dennis McGrann of Lockridge Grindal Nauen and Holstein in the amount of \$25,000 for federal intergovernmental relations through December 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management departments.

Commissioner Guerin commented that Hennepin County received much more funding than Ramsey County and believes that the County would be better off spending money on subsidizing the bus system.

Commissioner Haigh stated that she has appreciated the service that Lockridge Grindal Nauen and Holstein has provided, but is concerned about conflicting issues and obligations with them working with other counties.

Commissioner Ortega noted that Dennis McGrann is a voice for the entire region and there are dangers of this. Commissioner Ortega spoke with Art Leahy, General Manager for Metro Transit, about this and they decided that they should see how the next year turns out.

Commissioner Wiessner stated that last year when the RCRRA entered into this contract, the RCRRA was looking at working together with other counties. Now, the counties issues are becoming more fragmented and the RCRRA should be concerned about conflicting interests.

Commissioner Bennett said that he doesn't believe that the counties are becoming that fragmented. He stated that there aren't many people out there with Dennis's expertise. He also noted that if it becomes Ramsey County against other counties, we won't win and federal funding won't work. He stated that Ramsey county did get federal funding, but not the lion's share. Ramsey County's plans are still proceeding.

Commissioner Wiessner commented that Ramsey County is already paying dues at AMC for Dennis regarding federal issues. Commissioner Bennett added that most people involved with intergovernmental relations have more than one contract. There is no fighting amongst counties, but there is unity.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to approve a contract with Dennis McGrann of Lockridge Grindal Nauen and Holstein in the amount of \$25,000 for federal intergovernmental relations through December 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management Departments.

Ayes - 5, Nays - 2
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has several important transportation-related initiatives pending at the federal level in 1999; and

WHEREAS, Riverview Corridor transit improvements and access to jobs transportation proposals are two items that will be the subject of Congressional actions in 1999; Now Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the contract with Dennis McGrann and Lockridge, Grindal, Nauen & Holstein in an amount not to exceed \$25,000 for the calendar year 1999 subject to approvals by the County Attorney, Budgeting and Accounting and Risk Management Departments; and Be It Further

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

7. Authorize the Director of the Regional Railroad Authority to sign off on contracts under \$10,000 in value.

Commissioner Rettman asked why this resolution is needed. Kathy DeSpiegelaere answered that there is an increase in the number of RCRRA projects that need action and are consistent with the budget, but there is not always time to present these items to the RCRRA. Currently, Kathy has signoff authority on contracts under \$5,000.

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to authorize the Director of the Regional Railroad Authority to sign off on contracts under \$10,000 in value.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, The current maximum limit on sign off authority granted to the Director of the Regional Railroad Authority is \$5,000; and

WHEREAS, In order to expedite purchase of services and improve efficiency of administration; Now Therefore, Be It

RESOLVED, That the authorized limit on sign off authority granted to the Director of the Regional Railroad Authority is increased from \$5,000 to \$10,000.

Commissioner Haigh stated that there should be further discussion on federal legislation. Ramsey County and the east metro area issues need to be prioritized higher on the metro legislation list.

Commissioner Ortega commented that he made is clear that the contract has a 30-day notice and the RCRRA can cancel at any time. If the RCRRA really wants to address issues, then we need to advocate clear transit leadership.

Commissioner Guerin noted that the main job pool is gone from 15 years ago. He asked if we look at rail being ten years away, how can we imagine spending money for plans when we don't know where the job pool will exist.

Commissioner Bennett said that he attended the bus tour last week and found out that the airport decided to spend \$160 million on parking and is looking at more parking. This is 40% of the Hiawatha Corridor cost.

The meeting adjourned at 3:24 p.m.

Minutes

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY ANNUAL ORGANIZATIONAL MEETING

January 5, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, January 5, 1999, in Council Chambers, 3rd Floor Courthouse.

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

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

Chairman Ortega called the meeting to order at 9:48 a.m.

1. Appoint Officers for 1999 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

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

Ayes - 7, Nays - 0
Motion accepted.

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1999:

Tony Bennett, Chair
Jan Wiessner, Vice Chair
Rafael Ortega, Secretary
Susan Haigh, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1999:

Rafael Ortega (member)
Tony Bennett (alternate)

The meeting adjourned at 9:50 a.m.

1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

January 20, 1999

Date

Board Action Requested

Metropolitan Light Rail Transit Joint Powers
Board Annual Report.

DISCUSSION ONLY

Request Justification

See attached report.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

January 26, 1999

Board Date

Kristine A. Longhenry

Signature

1-20-99

Date

Metropolitan LRT Joint Powers Board

1998 Annual Report

Introduction

The Metropolitan Light Rail Transit Joint Powers Board (Board) will mark 1998 as the year the region was victorious in advancing rail transit alternatives. Because of the key positions held by Minnesota Congressmen, the Board succeeded in securing federal authorizations and appropriations in the new TEA 21 legislation. The Board was also instrumental in securing state funding and commitments in significant amounts for regional transit projects. This annual report will summarize the Board's accomplishments and activities in 1998.

The Board was established in 1992 by a joint powers agreement among the seven metropolitan county regional railroad authorities. In 1998, Hennepin County Commissioner Peter McLaughlin chaired the Board. Ramsey County Commissioner Rafael Ortega served as vice chair and Anoka County Commissioner Paul McCarron served as secretary. Additional Board members included: Carver County Commissioner John Siegfried, Dakota County Commissioner Paul Krause, Scott County Commissioner Art Bannerman, and Washington County Commissioner Mary Hauser.

Funding for the Twin Cities Transitway Projects

During 1998, Congress approved the Transportation Efficiency Act for the 21st Century (TEA 21). Three transitway projects in the Twin Cities were fully authorized in the bill—the Hiawatha (downtown Minneapolis to the airport and Mall of America), Riverview (Lower East Side of St. Paul to airport and Mall of America) and Northstar (Minneapolis to St. Cloud) Corridors. An additional corridor, the Red Rock (St. Paul to Hastings), was authorized through preliminary engineering. Congress appropriated \$17 million for the Hiawatha Corridor and \$6 million for the Northstar Corridor. Additional federal funds were allocated to the Riverview Corridor.

At the State legislature, additional success was realized. The Legislature appropriated:

- \$40 million for the engineering, design and construction of the Hiawatha Corridor

- \$3 million for the Riverview Corridor
- \$1.5 million for the Northstar Corridor
- \$.5 million for the Cedar Avenue Corridor in Dakota County
- \$.5 million for the Red Rock Corridor, including the connection to Minneapolis.
- \$1 million as grants to regional railroad authorities for work on the Young America, Bethel and Northwest Corridors or other commuter rail corridors identified in the Phase II Minnesota Department of Transportation Commuter Rail Study.

Transit Policy Initiatives

In 1998, the Board continued its leadership in the development of regional and State transit policy. The Board's mission is to ensure that public policy reflects a comprehensive, integrated approach to transit and transit funding and recognizes that the transportation system is fundamental to the economic well being of the region and its people.

The Board had a coordinated legislative approach to securing adequate funding for transit. Specific positions included:

- Support for a dedicated source of funding for transit including: a sales tax on gas, a ½ cent general sales tax or a constitutional amendment that dedicates any increase in gas tax to public transportation.
- Support for federal legislation to secure capital and operating funding for a comprehensive metropolitan transit system.
- Support for legislation for statewide land use planning and recognition of the land use links to transit and support for legislation which fosters redevelopment in core areas.
- Support for funding of transit services for social services clients from human services budgets rather than transit agency budgets.

Although the Legislature provided significant increases in transit funding in the 1998 session, additional dedicated sources of funds will be sought by the Board to implement needed transit improvements in the metropolitan region.

The Board participated in a variety of additional policy forums in 1998. The Board provided comments to the Metropolitan Council on its parking study to encourage the implementation of policies that will encourage transit use. The Board acted as a sponsor in Metro Transit's Transit Development

Forum in May, and as a sponsor for the Women's Transportation Seminar Legislative reception in January. Additionally, the Board saw the results of its financial contribution to the Minneapolis Transportation Management Organization (TMO) for the development of a presentation on congestion and solutions for the metropolitan area. The focus of the TMO's presentation is on activating business interest in the issue of congestion. The TMO is making the presentation available to the Board and its members.

Commuter Rail

In 1998, commuter rail received statewide attention as a potential transit alternative. Phase II of the Minnesota Department of Transportation Commuter Rail study examined seven potential metro corridors. Board members actively participated as members of the Advisory Committee on the study and staff was involved in the Steering Committee. The Board continues to act as a forum for the sharing of information regarding commuter rail initiatives to serve the region.

Welfare Reform: Access to Jobs

The Board continued its active involvement in the Welfare Reform Initiative. In 1998, the Board received a grant from The McKnight Foundation, in the amount of \$40,000, to study how to provide transportation for the welfare to work clients in the seven county metropolitan area. The study was initiated in cooperation with the Metropolitan Council and Metro Transit. Study results and best practices will be shared at a forum on February 11, 1999 that will attract national speakers on the subject of welfare to work transportation needs and solutions. Staff from the seven counties meet regularly to guide the study and coordinate transportation information and services on welfare to work transportation. The Board recognizes the barriers facing welfare clients in getting to jobs and provides transportation services and funding through its counties to assist in overcoming transportation barriers. The Board also commented on federal rulemaking for grants for the TEA 21 Welfare To Work Transportation Funds.

The Board approved a grant application to the Federal Transit Administration in 1998 that will, if granted, provide funding for needed transit improvements in the metropolitan area for low-income workers.

NACO Conference in Portland

The Board and the Association of Minnesota Counties hosted a briefing and tour for Minnesota County Commissioners in Portland, Oregon, during the National Association of Minnesota Counties (NACO) annual conference in June. Over 100 people attended the briefing to learn about light rail transit and commuter rail. The briefing was followed by a tour of the new West Side LRT line and of the proposed Washington County commuter rail line.

Hiawatha Corridor Implementation

As required by state law, the LRT Joint Powers Board participated in the implementation of LRT in the Hiawatha Corridor. The Board has representatives serving on the Hiawatha Corridor Management Committee, the group that guides the policy decisions for the implementation of LRT in that corridor. The Board approved a short term action plan for community involvement and marketing for the Hiawatha Corridor and approved system standards relating to low floor vehicles, station platform length and fare collection devices for LRT. The Board's approval is predicated upon an integrated coordination approach to the development of LRT in the metropolitan area.

1998 Financial Report

Attached is a summary of the financial activity of the Board in 1998, including revenues, expenditures and year end financial situation.

Metropolitan Light Rail Transit Joint Powers Board
Accounting Summary
For the Period January 1, 1998 through December 31, 1998

	<u>Actual</u>	<u>Budget</u>	<u>Balance Remaining</u>
Revenues:			
Member Contributions (1)	\$ 128,325.64	\$ 128,325.64	\$ -
Other Revenue	<u>40,000.00</u>	<u>0.00</u>	<u>40,000.00</u>
Total Revenues	<u>\$ 168,325.64</u>	<u>\$ 128,325.64</u>	<u>\$ 40,000.00</u>
Expenses:			
Printing/Postage/Miscellaneous	306.64	0.00	306.64
Administration/Policy Analysis	30,315.75	10,000.00	20,315.75
Regional Transit Advocacy	62,806.41	90,000.00	(27,193.59)
Transportation Plans	27,457.50	20,000.00	7,457.50
Contingencies	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Total Expenses	<u>\$ 120,886.30</u>	<u>\$ 120,000.00</u>	<u>\$ 886.30</u>
Revenues less Expenses:	<u>\$ 47,439.34</u>	<u>\$ 8,325.64</u>	<u>\$ 39,113.70</u>

Metropolitan Light Rail Transit Joint Powers Board
Reconciliation of Fund Balance
For the Period January 1, 1998 through December 31, 1998

Fund Balance: Beginning of Year	\$ 58,325.64
Add: Revenues (Not Including 1997 Carryover)	110,000.00
Less: Expenses	<u>(120,886.30)</u>
Fund Balance: End of Year (Preliminary)	<u>\$ 47,439.34</u>

Note:

(1): Budgeted member contributions includes \$58,325.64 of carryover from 1997.

Metropolitan Light Rail Transit Joint Powers Board
Calculation of Projected Ending Fund Balance
As of December 31, 1998

Fund Balance - 12/31/98 (Preliminary)	\$47,439
Projected revenues:	
Reimbursement from Met Council for a portion of Lockridge, Grindal contract	7,500
Interest revenue (estimate)	4,600
Projected expenditures:	
Lockridge Grindal - December '98	(3,750)
Richardson, Richter - December '98 (estimate)	<u>(1,000)</u>
Projected Final 12/31/98 Fund Balance	<u><u>\$54,789</u></u>

Access to Jobs Study

Grant from McKnight Foundation	\$40,000.00
Amount expended in 1998 on contract with Economic Development Services	<u>(26,257.50)</u>
Amount Remaining	<u><u>\$13,742.50</u></u>

Metropolitan Light Rail Transit Joint Powers Board
Accounting Detail
For the Period January 1, 1998 through December 31, 1998

Payee/Description	Date	Member Contributions	Other Revenue	Printing/Postage/ Miscellaneous	Administration/ Policy Analysis	Regional Transit Advocacy	Transportation Plans	Contingencies	Fund Balance
Carryover from 1997	01/01/98	\$ 58,325.64							
Washington County RRA	01/28/98	5,040.00							\$ 58,325.64
Hennepin County RRA	02/01/98	19,670.00							63,365.64
Ramsey County RRA	02/04/98	19,670.00							83,035.64
Dakota County RRA	02/11/98	8,750.00							102,705.64
SRF Consulting Group, Inc.	02/18/98								111,455.64
Downtown Mpls Trans. Mgmt. Org.	02/18/98					1,286.24			110,169.40
Messerli & Kramer	02/26/98					17,000.00			93,169.40
Richardson, Richter: 1/1-2/23	02/28/98					8,000.00			85,169.40
SRF Consulting Group, Inc.	03/16/98			13.00	715.00				84,441.40
Messerli & Kramer	03/20/98					1,052.33			83,389.07
Messerli & Kramer	04/29/98			11.00		8,000.00			75,378.07
Messerli & Kramer	05/28/98			17.50		8,000.00			67,360.57
Carver County RRA	06/09/98	1,680.00		6.00		8,000.00			59,354.57
Hyatt Whitney	06/12/98								61,034.57
Anoka County RRA	06/26/98	13,160.00				3,024.34			58,010.23
Messerli & Kramer	06/29/98					8,000.00			71,170.23
Richardson, Richter: 4/24-6/12	06/30/98			30.23	2,455.00				63,170.23
Richardson, Richter: 6/13-8/13	08/26/98			44.97	1,608.75				60,685.00
Association of MN Counties	08/26/98					443.50			59,031.28
Lockridge Grindal et al: 7/98	08/26/98								58,587.78
Economic Development Svces: 8/98	09/24/98				1,500.00				57,087.78
Scott County RRA	09/28/98	2,030.00					4,140.00		52,947.78
The McKnight Foundation	09/28/98		40,000.00						54,977.78
Lockridge Grindal et al: 8/98	09/30/98				1,500.00				94,977.78
Richardson, Richter: 8/14-9/18	09/30/98				1,842.50				93,477.78
Economic Development Svces: 9/98	09/30/98			20.15					91,615.13
Richardson, Richter: 2/23-4/23	10/19/98						6,525.00		85,090.13
Economic Development Svces: 10/98	10/26/98			3.10	2,475.00				82,612.03
Lockridge Grindal et al: 7/98	11/03/98						4,410.00		78,202.03
Lockridge Grindal et al: 8/98	11/03/98				2,250.00				75,952.03
Lockridge Grindal et al: 9/98	11/03/98				2,250.00				73,702.03
Economic Development Svces	11/13/98				3,750.00				69,952.03
Lockridge Grindal et al: 10/98	11/18/98						1,200.00		68,752.03
Richardson, Richter: 9/26-10/23	12/14/98				3,750.00				65,002.03
Richardson, Richter: 10/24-11/30	12/30/98			20.85	1,622.50				63,358.68
Economic Development Svces: 11/98	12/30/98			139.84	847.00				62,371.84
Economic Development Svces: 12/98	12/30/98						6,067.50		56,304.34
Lockridge Grindal et al: 11/98	12/31/98						5,115.00		51,189.34
					3,750.00				47,439.34
Actual		\$ 128,325.64	\$ 40,000.00	\$ 306.64	\$ 30,315.75	\$ 62,806.41	\$ 27,457.50	\$ -	\$ 47,439.34
Budget		\$ 128,325.64	\$ -	\$ -	\$ 10,000.00	\$ 90,000.00	\$ 20,000.00	\$ -	
Budget Remaining		\$ -	\$ 40,000.00	\$ 306.64	\$ 20,315.75	\$ (27,193.59)	\$ 7,457.50	\$ -	

METROPOLITAN LIGHT RAIL TRANSIT JOINT POWERS BOARD
REVENUE AND EXPENDITURE BUDGET PREPARATION
FOR THE YEAR ENDING DECEMBER 31, 1999

REVENUES

Regional Railroad Authority	1996 Budget	1996 Actual	1996 Difference	1997 Budget	1997 Actual	1997 Difference	1998 Budget	1998 Projection	1998 Difference	1999 Budget	Percentage Contribution
Anoka	\$0	\$0	\$0	\$0	\$0	\$0	\$13,160	\$13,160	\$0	\$21,563	18.8%
Carver	0	0	0	0	0	0	1,680	1,680	0	2,737	2.4%
Dakota	0	0	0	0	0	0	8,750	8,750	0	14,375	12.5%
Hennepin	0	0	0	0	0	0	19,670	19,670	0	32,344	28.1%
Ramsey	0	0	0	0	0	0	19,670	19,670	0	32,344	28.1%
Scott	0	0	0	0	0	0	2,030	2,030	0	3,304	2.9%
Washington	0	0	0	0	0	0	5,040	5,040	0	8,333	7.2%
SUBTOTAL-Contributions	0	0	0	0	0	0	70,000	70,000	0	115,000	100.0%
Interest Income	4,000	4,935	(935)	2,000	4,282	(2,282)	0	3,000	(3,000)	0	
Carryover From Prior Year	100,000	104,516	(4,516)	64,874	65,649	(775)	58,326	58,326	(0)	25,000	
TOTAL REVENUES	\$104,000	\$109,450	(\$5,450)	\$66,874	\$69,930	(\$3,056)	\$128,326	\$131,326	(\$3,000)	\$140,000	

EXPENDITURES

Account Description	1996 Budget	1996 Actual	1996 Difference	1997 Budget	1997 Actual	1997 Difference	1998 Budget	1998 Projection	1998 Difference	1999 Budget
Administration/Policy Analysis	\$45,000	\$5,870	\$39,130	\$10,000	\$2,730	\$7,271	\$10,000	\$1,326	\$8,674	\$50,000
Public Information	50,000	11,949	38,051	20,000	8,850	11,150	0	0	0	0
Printing/Postage/Miscellaneous	5,000	348	4,652	2,000	25	1,975	0	0	0	0
Engineering Costs	0	0	0	0	0	0	20,000	15,000	5,000	10,000
Legislative Representation	0	25,635	(25,635)	10,000	0	10,000	0	0	0	0
Regional Transit Advocacy	0	0	0	0	0	0	90,000	90,000	0	75,000
Welfare to Work	0	0	0	0	0	0	0	0	0	5,000
Contingencies	0	0	0	24,874	0	24,874	0	0	0	0
TOTAL EXPENDITURES	\$100,000	\$43,802	\$56,198	\$66,874	\$11,605	\$55,269	\$120,000	\$106,326	\$13,674	\$140,000

REVENUES LESS EXPENDITURES	\$4,000	\$65,649	(\$61,649)	\$0	\$58,326	(\$58,326)	\$8,326	\$25,000	(\$16,674)	\$0
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

January 20, 1999

Date

Board Action Requested

Approve state legislative proposal for funding engineering activities for Riverview and Red Rock Corridors in the amount of \$30 million.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

[Handwritten signatures: K. DeSpiegelaere, Bill Mac Miller]

Documentation certified complete for:

January 26, 1999

Board Date

Kristine A. Longhenry
Signature

1-20-99

Date

1999 LEGISLATIVE PROPOSAL

DEPARTMENT:> Regional Railroad Authority

PROGRAM:> Transitway Funding

EXISTING MINNESOTA STATUTE NUMBER:>

NEW STATUTE:>

PROPOSAL AND RECOMMENDATIONS:

> This proposal would fund engineering activities for the Riverview Transit Corridor (Lower East Side, downtown St. Paul, Minneapolis/St. Paul International Airport and Mall of America) and the Red Rock Transit Corridor (Minneapolis, St. Paul, Hastings) between now and construction.

PROS:

- The projects would provide significant transit improvements in strong transit corridors in the metro east region.
- The projects would enhance economic development in the east metro area.
- The projects would provide jobs.
- The projects would enhance the competitiveness of the east metro area in the regional economy.
- The projects would enable east metro to take advantage of federal funding opportunities.

CONS:

- There is a capital and operating cost associated with the projects.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- See chart attached

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- Diminished transit capabilities, access and transportation alternatives for east metro residents and employers.
- Diminished economic development opportunities for east metro residents and employers.

PROPOSAL SUPPORTED BY:

- Metro Light Rail Transit Joint Powers Board

PROPOSAL OPPOSED BY:>

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

➤ No.

DEPARTMENT CONTACT AND PHONE NUMBER:

> Kathy DeSpiegelaere, 651-266-2762

Transitway Corridor Needs

Riverview Corridor \$ in Millions

Calendar Year	1999	2000	2001	2002	2003	2004	2005
	Major Investment Study \$1.15 federal \$.29 local/state	Preliminary Engineering/EIS \$5 No federal \$ assumed	Continue PE/EIS	Final Design \$18 50% federal 50% non-federal	Continue Final Design	Begin Construction \$278 50% federal 50% non-federal	Continue Construction
	Transit Capital Improvements \$1.5 federal \$.38 non-federal	Transit Improvements \$3 non-federal	Transit Improvements \$3 non-federal				

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Transitway Corridor Needs

Red Rock Corridor Minneapolis – St. Paul – Hastings \$ in Millions

Calendar Year	1999	2000	2001	2002	2003	2004	2005
	Feasibility and Capacity Analysis \$.5 no federal \$ assumed	Major Investment Study \$1 no federal \$ assumed	EIS/EA/PE \$4 no federal \$ assumed	Continue EIS/EA/PE	Final Design \$8 50% federal 50% non- federal	Continue Final Design	Begin Construction \$200 50% federal 50% non- federal

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Transitway Corridor Needs – Riverview and Red Rock

\$ in Millions

Calendar Year	1999	2000	2001	2002	2003	2004	2005
Totals	\$2.65 federal \$1.17 non-federal	\$9 non-federal	\$7 non-federal	\$9 federal \$9 non-federal	\$4 federal \$4 non-federal	\$139 federal \$139 non-federal	\$100 federal \$100 non-federal

- Notes:
1. Estimates are in 1998 \$
 2. Although federal funds are not assumed before final design activities, they should be sought in annual federal appropriations.
 3. Riverview Corridor has \$3 million in state funds to match federal funds.
 4. Riverview Corridor has \$2.65 million in federal funds.
 5. Red Rock Corridor has \$.5 million in state funds.

Conclusion: In non-inflated 1998 \$, \$29 million in state \$ will take projects through planning and design phases, if some federal funds are provided. This will not provide funds for construction, except for a modest amount of immediate transit improvements for the Riverview Corridor.

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

January 20, 1999

Date

Board Action Requested

Approve Joint Powers agreement for Red Rock Corridor and authorize the Chair to execute the agreement.

ACTION IS REQUESTED

Request Justification

See attached resolution and agreement.

Budgeting and Accounting

[Signature]

County Attorney

[Signature]

Risk Management

pending approval by the Risk Management Department

Documentation certified complete for:

January 26, 1999

Board Date

Kristine A. Longhenry

Signature

1-20-99

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Minnesota Department of Transportation Commuter Rail Study recommends that the Red Rock Corridor from Hastings through St. Paul be considered as a Phase I corridor for commuter rail; and

WHEREAS, Ramsey County Regional Railroad Authority recognizes that the Red Rock Corridor has significant transportation, safety and land use issues; and

WHEREAS, There are opportunities for a variety of multi-modal transportation improvements in the corridor, including highway improvements, commuter and freight rail, multi-use paths and intelligent transportation systems; and

WHEREAS, The communities along the corridor wish to plan collaboratively for multi-modal transportation improvements to the corridor and for the related land use and development impacts; Now Therefore, Be It

RESOLVED, That the Red Rock Corridor joint powers agreement is approved subject to approval by Washington and Dakota County Regional Railroad Authorities; And Be It Further

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

|

**JOINT POWERS AGREEMENT
ESTABLISHING THE
RED ROCK CORRIDOR COMMISSION**

THIS AGREEMENT, is entered into by and between the undersigned Regional Railroad Authorities, Cities and Township, all being governmental units of the State of Minnesota, pursuant to the authority contained in the Minn. Statutes §§471.59 and 398A.04, subd. 9.

RECITALS

WHEREAS, the Red Rock Corridor is defined as the Trunk Highway 61 transportation corridor from Hastings through St. Paul; and

WHEREAS, the Red Rock Corridor has significant transportation, safety and land use issues; and

WHEREAS, there are opportunities for a variety of multi-modal transportation improvements in the corridor, including highway improvements, commuter and freight rail, multi use paths and Intelligent Transportation Systems (ITS); and

WHEREAS, such communities wish to collaboratively plan for multi-modal transportation improvements to the corridor and for the related land use and development impacts.

NOW, THEREFORE, in consideration of the mutual promises and benefits that each party shall derive herefrom, the parties agree as follows:

ARTICLE I. PURPOSE

The purpose of the parties in entering into this Agreement is to analyze the feasibility and environmental impacts of integrated transportation improvements along the Red Rock Corridor, including highway improvements, commuter and freight rail, recreational trails, ITS, safety and related land use issues. The method of accomplishing the purpose of this Agreement is the establishment of a joint powers board to provide a mechanism whereby the parties can jointly address the need for enhanced transportation along the corridor, congestion relief, decreased traveling time, and systematic land use and development planning.

ARTICLE II. DEFINITIONS

Unless the context otherwise requires, the terms defined in this section shall for all purposes of this agreement have the meanings herein stated:

Agreement means this Joint Powers Agreement as it now exists and as it may hereafter be amended.

Commission (Red Rock Corridor Commission) shall mean the joint powers board herein established.

Contributing Regional Rail Authority shall mean Dakota County Regional Railroad Authority, Ramsey County Regional Railroad Authority and Washington County Regional Railroad Authority.

Red Rock Corridor shall be defined as the Trunk Highway 61 transportation corridor from Hastings through St. Paul.

ARTICLE III. COMMISSION MEMBERS

The government units that are eligible for participation in this Commission upon adoption of this Agreement by their respective governmental units on or before December 31, 1999 include:

Dakota County Regional Railroad Authority
Ramsey County Regional Railroad Authority
Washington County Regional Railroad Authority
City of Cottage Grove
City of Hastings
City of Newport
City of St. Paul
City of St. Paul Park
Denmark Township
Hennepin County Regional Railroad Authority
City of Minneapolis

Additional governmental units not listed above may be eligible to participate if approved by the Commission. The terms and conditions of this Agreement shall be effective as to an eligible participant when the Agreement has been executed by the duly authorized representative of that party. The Commission shall commence exercising the powers and authorities in this Agreement on the day this Agreement has been duly executed by the Dakota County Regional Railroad Authority, Ramsey County Regional Railroad Authority and Washington County Regional Railroad Authority (whichever acts last) and shall continue until terminated as provided herein.

ARTICLE III. COMMISSION ORGANIZATION

Section 1: Establishment and Composition.

The parties hereby establish a joint powers board to be known as the Red Rock Corridor Commission ("Commission") to jointly exercise such powers and authorities as are necessary to achieve its purposes and fulfill its duties as provided for in Article V, subject to the terms and conditions of this Agreement. The Commission shall be an entity separate from its member bodies and shall not be deemed an agent or partner of the member bodies, and the member bodies shall not be liable for the activities of

the Commission. This Agreement defines and establishes the structure and procedures of the Commission, the responsibilities and powers of the Commission, and the relationship between the Commission and the member governmental units.

Section 2: Membership

Each Commission member shall appoint one (1) of its members and one (1) alternate. Each member and alternate shall serve for a term of one (1) year from the date of his or her appointment. The first term of all members will terminate on January 15, 2000 and annually thereafter. By January 15 of each year, the governmental unit will appoint its member and alternate. Each member and alternate must be a member of the governmental unit making the appointment and must remain so during the term of her or his appointment. If a Commission member ceases to be a member of the governmental unit he or she represents, his or her membership in the Commission shall immediately terminate and the member governmental unit shall appoint a new member.

Each member of the Commission shall have one (1) vote. An alternate may vote in the member's absence. A quorum must be present for voting. For any action to be approved, there must be an affirmative vote of a majority.

Removal, with or without cause, of any member or alternate during the term for which the member has been appointed may be done at any time but shall be done only by resolution of the appointing governing body. Resolutions of any governing body under this section shall be filed at the Washington County Regional Railroad Authority.

Section 3: Chair and Vice Chair.

The Commission shall elect a Chair and Vice Chair from its membership at its first regular meeting each year. The Chair and Vice Chair shall be elected by the Commission from its membership for a one year term. The Chair shall preside at all meetings of the Commission, may establish such subcommittees as may be needed from time to time and shall perform other duties and functions as may be determined by the Commission. The Vice Chair shall preside over and act for the Commission

during the absence of the Chair. The Vice Chair shall also perform the duties and functions of the Treasurer as provided for in the by-laws. If both the Chair and Vice Chair are absent, the Commission may elect a temporary chair to conduct its business, provided a quorum is present.

Section 4: Staff.

Each member governmental unit may provide staff support to the Commission, subject to the approval of the Commission.

Section 5: Vacancies.

If an appointment of any member or alternate is vacated before the end of the term, the vacancy shall be filled by appointment by the appropriate appointing governing body. Vacancies shall be filled within thirty (30) days of their occurrence.

A vacancy shall be deemed to have occurred when any of the conditions specified in Minn. Stat. § 351.02 exist.

Section 6: Meetings.

An initial organizational meeting of the Commission shall be held within 30 days of the commencement of this Agreement. Thereafter, the Commission shall meet at regular meetings at such times and places as the Commission shall establish in its bylaws. Special meetings may be held on reasonable notice by the Chair or any two representatives upon terms and conditions as the Commission may determine.

ARTICLE IV. DUTIES OF THE COMMISSION

The duties of the Commission shall include the following:

- A. The Commission shall seek, receive and manage grant funding in accordance with all applicable rules, regulations and other requirements of the granting agency or organization.

- B. The Commission shall seek, receive, and manage state or other funding as appropriate and as feasible.
- C. The Commission shall assess the need for and analyze the feasibility of multi-modal transportation improvements in the Corridor, including highway improvements, commuter and freight rail, ITS, and safety.
- D. The Commission shall establish such advisory committees and task forces as needed for the purpose of receiving public input and shall identify appropriate interested parties, and develop guidelines for public participation.
- E. The Commission shall conduct environmental evaluations, as required by law.
- F. The Commission shall coordinate its activities as necessary with Burlington Northern Santa Fe Railroad, Canadian Pacific Railroad, the Minnesota Department of Transportation, affected airports, the Metropolitan Council, and other necessary entities.
- G. The Commission shall prepare reports addressing implementation issues, including but not limited to ownership, operation, construction, start-up and financing. The Commission shall also prepare a report addressing the on-going implementation responsibilities of the Commission, if any, and shall make recommendations regarding the composition, powers and duties of the Commission for implementation.

ARTICLE V. POWERS OF THE COMMISSION

Section 1: General Powers.

The Commission is hereby authorized to exercise such powers as are necessary and proper to fulfill its purpose and perform its duties. Such powers shall include those specific powers enumerated in Section 2 of this Article. The Commission shall not have the power to issue bonds.

Section 2: Specific Powers.

- A. The Commission shall adopt an annual work plan and budget, together with a statement of the sources of funding and allocate for payment the proportion of such amounts required of each governmental unit, in accordance with the provisions set forth in Article VII.
- B. The Commission may enter into any contract necessary or proper for the exercise of its powers or the fulfillment of its duties and enforce such contracts to the extent available in equity or at law. The Commission may approve any contract relating to this Agreement up to the amount approved in the annual budget, and may authorize the Chair of the Commission to execute those contracts. No payment on any invoice for services performed by a consultant or any other person or organization providing services in connection with this Agreement shall be authorized unless approved by Commission.
- C. The Commission may disburse funds in a manner which is consistent with the method provided by law for the disbursement of funds by counties, as well as any federal or State requirements.
- D. The Commission shall have the power to adopt such by-laws that it may deem necessary or desirable for the conduct of this business of the Commission. Such by-laws shall be consistent with this Agreement and any applicable laws or regulations. For purpose of adopting the by-laws, a majority affirmative vote by all Contributing Regional Railroad Authorities is required.
- E. The Commission may apply for and accept gifts, grants or loans of money, other property or assistance from the United States Government, the State of Minnesota, or any person, association or agency for any of its purposes; enter into any agreement in connection therewith; and hold, use and dispose of such money, other property to the parties and assistance in accordance with the terms of this gift, grant or loan relating thereto.
- F. The Commission may hold such property as may be required to accomplish the purposes of this Agreement and upon termination of this Agreement, make distribution of such property as is provided for in this Agreement.

- G. The Commission may purchase insurance as is deemed advisable and may take action to enforce its rights in equity or in law.

Section 3: Exercise of Powers.

All powers granted herein shall be exercised by the Commission in accordance with the legal requirements applicable to counties. In accordance with Minn. Stat. § 471.59, subd. 3, the purchasing and contracting requirements of the county selected pursuant to Article VII, Section 4 shall apply to the Commission.

Section 4: Indemnification

The Commission shall acquire such insurance protection as is necessary, and shall defend, indemnify, and hold harmless all parties to this agreement and their officers, agents and employees from all claims, losses, damages, costs, injury and liability of any kind, nature, and description indirectly or directly arising from the performance of any of the activities of the Commission or activities undertaken pursuant to this agreement. Neither the procuring of insurance or any other provision of this paragraph shall be construed as or operate as a waiver of any member's statutory or common law immunities or limitations on liability.

The Commission shall defend, indemnify, and hold harmless all parties to this agreement and their officers, agents and employees from all claims, losses, damages, costs, injury and liability of any kind, nature, and description indirectly or directly arising from the performance of any of the activities of the Commission or activities undertaken pursuant to this agreement. Neither the procuring of insurance or any other provision of this paragraph shall be construed as or operate as a waiver of any member's statutory or common law immunities or limitations on liability.

The Commission may assess all members for contributions required to perform the obligations of this Article V, Section 4.

ARTICLE VII. FUNDING

Section 1: Initial Funding.

It is understood by the parties that the activities and duties of the Commission are to be funded primarily by grant monies from the United States Government, the State of Minnesota or any other association or agency. Nevertheless, the Contributing Regional Railroad Authorities agree to contribute funding, if necessary, for the start-up and administrative expenses of the Commission (to the extent not covered by grant funds). The Contributing Regional Railroad Authorities will establish an initial budget and allocate as follows any necessary initial contributions:

Dakota Regional Railroad Authority	20%
Ramsey Regional Railroad Authority	40%
Washington Regional Railroad Authority	40%

Each Contributing Regional Railroad Authority shall pay its appropriate initial contribution to the regional railroad authority acting as fiscal agent of the Commission within 30 days of the Commission approving a budget.

Section 2: Budget.

- A. For the first year of the Commission, a budget shall be adopted by March 1. Thereafter by July 1 of each year, the Commission shall adopt an annual administrative budget for the following calendar year, and shall determine the amount of contribution, if any, by each member. Any excess funds in the administrative budget remaining at the end of the fiscal year shall be carried forward in such manner as to reduce proportionately each member's contribution for the following fiscal year.
- B. If the Commission incurs any expenses as a result of a claim for damages, the expenses and any damages paid shall be assessed against each member regardless of whether or not that member is a Contributing Regional Railroad Authority.
- C. The Commission shall establish its first budget within 30 days of the commencement of the Commission.

Section 3: Time of Payment.

Except for the initial contribution, all assessments made under the provisions of this Article shall be paid by each member by January 1 of each year unless the member has withdrawn pursuant to Article VIII.

Section 4: Budgeting, Accounting, Fiscal Agent and Other Services.

The Commission may contract with any of its members to provide contract management, legal review and budgeting and accounting services necessary or convenient for the Commission and otherwise act as the Commission's fiscal agent.

Such services shall include, but not be limited to: management of all funds, including contributions and grant monies; payment for contracted services; and relevant bookkeeping and recordkeeping. The contracting and purchasing requirements of the member so selected shall apply to transactions of the Commission. Such member shall identify the staff person to work as liaison with the Commission.

Section 5: Accountability for Funds.

All funds shall be accounted for according to generally acceptable accounting principles. A report on all receipts and disbursements shall be forwarded to the Commission on an annual basis. The members have the authority to request reports pertaining to any and all budgeting and accounting services. All interest earned from established Commission funds shall be credited back to that same fund.

ARTICLE VIII. WITHDRAWAL AND TERMINATION

Section 1: Withdrawal.

Any party may withdraw from this Agreement upon the following conditions:

a) giving 90 days written notice to the Commission, and b) showing that all undisputed amounts due and owing pursuant to Article VII, Section 1 and 2, have been paid. Notice shall be a certified copy of a resolution of its governing body indicating its intent to withdraw from this Agreement. Upon receipt of the resolution, the Chair of the Commission shall forward a copy of the resolution to each of the members. In the event of withdrawal by any member body, this Agreement shall remain in full force and effect as to all remaining member bodies.

Section 2: Effect of Withdrawal.

Withdrawal by any member shall not terminate this Agreement except as provided in Section 3, herein. Withdrawal shall not act to discharge any liability incurred or chargeable to any member before the effective date of withdrawal. Such liability shall continue until appropriately discharged by law or agreement. No member shall be entitled to a refund of assessments paid, or forgiveness of such assessments owed, to the Commission.

Section 3: Termination.

This Agreement shall terminate upon the occurrence of any one of the following events:

- A. When members withdraw pursuant to Section 1 so that, in the judgment of the Commission, it becomes impractical or uneconomical to continue.
- B. When necessitated by operation of law or as a result of a decision by a court of competent jurisdiction.
- C. When a majority of the Commission agree to terminate this Agreement.

Section 4: Effect of Termination.

Termination shall not discharge any liability incurred by the Commission or by the members during the term of this Agreement. Property or surplus money acquired by the Commission shall be distributed to the members in proportion to contributions of the members. The Commission shall approve a final report of its activities and affairs and, on the expiration of thirty (30) days therefrom, shall cease to exist.

ARTICLE IX. MISCELLANEOUS

Section 1: Amendments.

This Agreement may be amended by unanimous agreement of the parties as evidenced by resolutions adopted by the respective governing bodies.

Section 2: Records, Accounts and Reports.

The Commission shall establish and maintain such funds and accounts as may be required by good accounting practices. The books and records of the Commission shall be subject to the provisions of Minn. Stat. Chapter 13, the Minnesota Government Data Practices Act, and Minn. Stat. § 16B.04. The Commission, within one hundred and twenty (120) days after the close of each fiscal year, which shall be January 1 to December 31, shall give a complete written report of all financial activities for such fiscal year to the parties.

Section 3: Counterparts.

This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

Section 4: Severability.

The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of the Agreement is for any reason held to be

contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this Agreement.

Section 5: Alternative Dispute Resolution.

In the event of a dispute arising under this Agreement, the parties and the Commission agree to attempt to resolve their dispute by following the process described below:

- A. A party shall provide written notice to the Commission describing perceived conflict, positions and underlying reasons.
- B. The Commission or member shall provide written response to notice with 7 days of receipt of notice.
- C. The parties shall meet within 14 days of receipt of response with a neutral facilitator. The neutral facilitator will be a representative from the Minnesota Office of Dispute Resolution. Costs of such facilitator shall be shared equally by all parties to the dispute.
- D. At the first meeting, the neutral facilitator will assist the parties in identifying the appropriate parties and participants in the dispute resolution process, their concerns, a meeting agenda and design for any subsequent meetings. The parties shall agree on a process for resolving the problem that would involve additional negotiations, mediation or arbitration.
- E. In developing the process, the parties will be guided by the following principles:
 - 1) The parties will attempt in good faith to reach a negotiated settlement.
 - 2) The parties agree that there must be fair representation of the parties directly involved in the dispute.
 - 3) The parties will use legal proceedings as a last resort.
 - 4) In the event the parties are unable to resolve the dispute, each party retains all rights, remedies or defenses it had prior to entering the process.

- F. The parties will report to the Commission within 60 days of their first meeting on the resolution of the dispute or a recommendation to commence legal proceedings.

IN WITNESS WHEREOF, the parties to this Agreement have hereunto set their hands on the date written below:

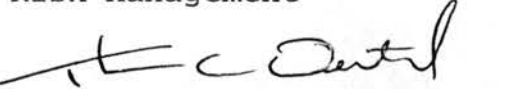
RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Tony Bennett, Chair

Dated: _____

By: _____
Kathryn DeSpiegelaere
Director


David F. MacMillan
Assistant County Attorney

Risk Management


Budgeting and Accounting

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 20, 1999
Date

Board Action Requested

Update on Riverview Corridor Major
Investment Study.

DISCUSSION ONLY

Request Justification

Discussion will occur at the meeting on this subject.

Budgeting and Accounting

County Attorney

Risk Management

[Signature]
[Signature]

Documentation certified complete for:

January 26, 1999
Board Date

Kristine A. Longhenry
Signature

1-20-99
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

8

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

January 20, 1999

Date

Board Action Requested

Burlington Northern Rail abandonment in
Hennepin and Ramsey Counties (Roseville).

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

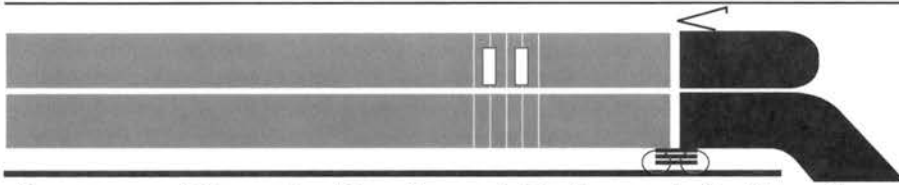
January 26, 1999

Board Date

Kristine A. Longhenry
Signature

1-20-99

Date



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere

DATE: January 7, 1999

SUBJECT: Information update on the abandonment of a 2.43 mile section of BNSF track from Broadway Street in Minneapolis to Rollins Oil Co. in Roseville.

The Burlington Northern Santa Fe Railroad Company filed a notice of exemption to abandon a 2.43-mile section of its railroad track running from Broadway Street in Minneapolis to Rollins Oil Co. in Roseville.

The exemption was scheduled to take effect December 30, 1998. The Office of Freight, Railroads and Waterways of the Minnesota Transportation Department requested, and received, a 180-day public use condition period, extending the abandonment deadline until June 28, 1999.

The purpose of the 180-day public use period is to select a lead public agency and develop an acquisition plan.

This section of track is part of a corridor called the East-West Crosstown corridor, which is described in the Final Comprehensive LRT Plan for Ramsey County, adopted by the RCRRA in Resolution R89-69, dated December 19, 1989.

The RCRRA, in Resolution R96-09, dated October 15, 1996, authorized staff to negotiate with BNSF for all or part of the east-west corridor within Ramsey County. It also authorized staff to engage one or more real estate appraisers, issue request for proposals for a boundary survey, Phase I Environmental Assessment, and title search company to identify ownership interests on the corridor from M & D Junction to Broadway. This resolution authorizes staff to initiate discussions with Hennepin County staff about joint funding of the appraisal, survey, environmental assessment and title work, based on the acreage of the respective units of government.

The City of Roseville has expressed an interest in preserving the right of way for transit uses.

Recommendation:

Discussions are occurring with affected units of government about how to proceed. Staff will keep the Rail Authority apprised of events.

DOCKET AB-6
SUB NO. 381X
EXHIBIT A

MILEPOST 2.43

MILEPOST 0.00

MINNEAPOLIS

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: October 15, 1996 No: R96-09

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to negotiate with the Burlington Northern Santa Fe Railroad for the acquisition of all or part of the BNSF east-west right of way from M&D Junction to the west County line; and Be It Further

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to engage one or more private real estate appraisers to determine the value of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a qualified land surveyor to perform a boundary survey and to prepare an accurate certificate of survey and legal description of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase I environmental assessment of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a private title or abstract company to identify all ownership interests in all or part of the following properties, and to provide title insurance for the property upon acquisition: the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes staff of the Railroad Authority to initiate discussions with Hennepin County staff about joint funding of appraisals, surveys, environmental assessment and title work, based on the acreage of the respective units of government.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
John T. Finley	<u>x</u>	—	—
Susan M. Haigh	<u>x</u>	—	—
Hal Norgard	<u>x</u>	—	—
Rafael E. Ortega	<u>x</u>	—	—
Rich O'Connor	—	—	absent
Brenda Thomas	<u>x</u>	—	—
Richard Wedell	<u>x</u>	—	—

John T. Finley, Chairman

By: Hal Norgard
Hal Norgard, Secretary

3

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: October 15, 1996 No: R96-09

WHEREAS, The Ramsey County Regional Railroad Authority's Northeast Corridor alignment study recommends two alignments for light rail transit, both of which make use of Burlington Northern Railroad Company (BN) right of way north of County Road F in White Bear Lake; and

WHEREAS, The portion of the BN right of way extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority on December 27, 1992; and

WHEREAS, The BN right of way from Beam Avenue to Hugo in Washington County has not yet been abandoned;

WHEREAS, On September 26, 1995, Ramsey County Regional Railroad Authority authorized its staff to (1) scope to options for purchase of the right of way north of Beam Avenue and (2) negotiate with Burlington Northern for purchase of the right of way before abandonment occurs; and

WHEREAS, On November 28, 1995, Ramsey County Regional Railroad Authority resolved to take the lead role in negotiations with BN for acquisition of the right of way; and

WHEREAS, The Burlington Northern Railroad Company and the Santa Fe Railroad Company have merged to become the Burlington Northern Santa Fe (BNSF); and

WHEREAS, BNSF has indicated its interest in selling the right of way north of Beam Avenue; and

WHEREAS, BNSF has also indicated that its east-west line from M&D Junction to Broadway Street in Minneapolis may also be available for acquisition; and

WHEREAS, The BNSF east-west line falls within the area designated for the East-West Crosstown LRT corridor as described in the Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, A portion of the BNSF east-west line is located in Hennepin County; and

WHEREAS, In order for staff to further negotiate the acquisitions of right of way from BNSF, appraisal, surveying, environmental assessment, and title search activities will need to be performed; Now, Therefore, Be It

John T. Finley, Chairman

By: Hal Norgard
Hal Norgard, Secretary

4



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 19, 1989

R89-69

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has adopted a Draft Comprehensive LRT Plan for Ramsey County; and

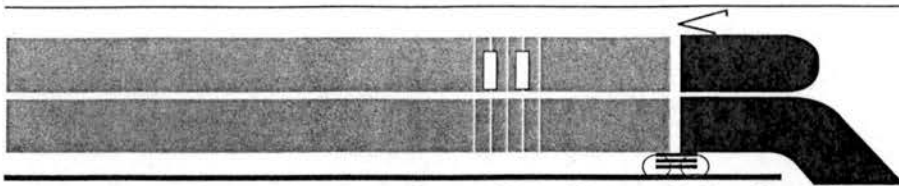
WHEREAS, A Public Review Period on the Plan extended from July 30 to October 12 and comments received on the Plan have been carefully considered by Ramsey County Regional Railroad Authority; and

WHEREAS, A Final Comprehensive LRT Plan has been prepared based on the comments received; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby adopts the Final Comprehensive LRT Plan for Ramsey County, including the recommendation that six corridors be included in the 20-year Phase I system: Midway, Northwest, Northeast, East, South, and South-Southwest, and three corridors in the post-20 year system: Southeast, Southwest, and East-West Crosstown.

John T. Finley, Chairman


By _____
Warren W. Schaber, Secretary 5



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Agenda

Regional Railroad Authority Meeting

January 26, 1999

Immediately Following Executive Session

Third Floor Council Chambers Courthouse

1. * Approve minutes of the December 15, 1998 meeting
2. * Approve minutes of the January 5, 1999 meeting
3. Update on Phalen Corridor EIS
4. Metropolitan LRT Joint Powers Board Annual Report
5. * Approve state legislative proposal for funding engineering activities for Riverview and Red Rock Corridors in the amount of \$30 million.
6. * Approve Joint Powers agreement for Red Rock Corridor and authorize Chair to execute the agreement.
7. Update on the Riverview Corridor Major Investment Study
8. Burlington Northern rail abandonment in Hennepin and Ramsey Counties (Roseville)

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 15, 1998

The Ramsey County Regional Railroad Authority met on Tuesday, December 15, 1998, in Council Chambers, 3rd Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Dino Guerin (arrived at 2:54 p.m.)
Commissioner Susan Haigh (arrived at 2:54 p.m.)
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold, Tom Oertel, Jim Van Houdt, Karen Tero, Mary Ann Palmer, Kris Longhenry

Chairman Ortega called the meeting to order at 2:50 p.m.

1. Approve Minutes of November 17, 1998 meeting.

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

Ayes - 5, Nays - 0
Motion accepted.

2. Approve the proposed budget for the Ramsey County Regional Railroad Authority for 1999 in the amount of \$435,000 and no tax levy.

Commissioner Rettman was concerned about the hiring of the consultants and the addition of the FTE. She supports the direction of the budget, but not the fringes on the administrative item.

[Commissioner Guerin and Commissioner Haigh arrived at this time.]

Kathy DeSpiegelaere commented that the FTE is part of the Public Works department staff complement and is not a new County position. This FTE would fill an existing vacant Public Works position and would be on loan to the RCRRA. Commissioner Rettman asked if this statement could be added to the resolution. Kathy answered yes.

Commissioner Guerin asked what the duties of this FTE would be. Kathy DeSpiegelaere answered that this FTE would assist with the Riverview Corridor, the Joint Powers Board, the Red Rock Corridor, the Rush Line Corridor and right of way issues.

Commissioner Guerin noted that he cannot support additional staff because consultants are also being hired to do Rail Authority work.

Commissioner Ortega commented that the contracts using federal money are specific to engineering and this position is to assist Kathy DeSpiegelaere.

Motion by Commissioner Reinhardt, seconded by Commission Wiessner to approve the proposed budget for the Ramsey County Regional Railroad Authority for 1999 in the amount of \$435,000 and no tax levy.

Ayes - 5, Nays - 2
Motion accepted.

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

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

WHEREAS, The 1999 budget includes an additional staff person for the Regional Railroad Authority that is to be filled using a vacant position in the staff complement of Ramsey County Public Works Department and loaning the staff person to the Regional Railroad Authority to complete its work; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 1999 budget and tax levy as follows:

1999 Approved Budget	\$ 435,000
Less estimated revenue	\$ 435,000
Tax levy	\$ -0-

and Be It Further

RESOLVED, That the unexpended balances to fund: (1) acquisition of additional right of way in the Northeast Corridor from Beam Avenue to the North County Line; (2) Phalen berm removal; and (3) Riverview Corridor Major Investment Study be continued into 1999.

3. Approve a contract with Kenneth Stevens in an amount not to exceed \$40,000 for engineering/planning project management, right of way and policy consulting services through December 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management Departments.

Commissioner Guerin asked what Ken's duties are. Kathy DeSpiegelaere responded that Ken has a current contract with the RCRRA and this contract proposes to continue that contract for a one year period. Ken will assist with engineering, planning, project management and right of way negotiation issues. This position is funded in part by the federal grant from the Riverview Corridor and part from the RCRRA budget.

Commissioner Guerin stated that he doesn't support this since there is also a request to add a FTE to staff.

Motion by Commissioner Haigh, seconded by Commissioner Bennett to approve a contract with Kenneth Stevens in an amount not to exceed \$40,000 for engineering/planning project management, right of way and policy

consulting services through December 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management departments.

Ayes - 6, Nays - 1
Motion accepted.

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

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

WHEREAS, Additional staff time and skills are required in order to adequately staff the current projects and activities of the Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its chair to execute a contract subject to approval by staff of County Attorney, Risk Management and Budgeting and Accounting with Kenneth Stevens to provide consultation and assistance to the Director of the Regional Railroad Authority on issues such as project management, contract negotiations, right of way management and railroad negotiations for an amount not to exceed \$40,000; and Be It Further

RESOLVED, That the contract for services will expire December 31, 1999.

4. Approve a contract with Ted Davis in an amount not to exceed \$25,000 for development of the community involvement plan for the Riverview Corridor transit project through March 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management departments.

Commissioner Rettman asked if Ted Davis will have a head start in receiving the RFP position. Kathy DeSpiegelaere answered no.

Commissioner Guerin questioned why this position would be needed if there is already a million dollar contract already approved for the Riverview Corridor. Kathy DeSpiegelaere explained that the RCRRA approved a contract with Parsons Brinckerhoff Quade & Douglas in November for the Riverview Corridor work and a budget adjustment was approved for the work and the staffing. The Ted Davis contract is part of the staffing funding.

Commissioner Rettman asked if RCRRA is hiring this person or if Parsons Brinckerhoff Quade & Douglas is hiring this person. She also asked what community involvement type will be used and if Ted Davis is going to be working off of Parsons Brinckerhoff Quade & Douglas's proposal. Kathy DeSpiegelaere answered that the contract is RCRRA's. Kathy stated that community involvement is broadly defined and will be done in both traditional and non-traditional ways.

Motion by Commissioner Reinhardt, seconded by Commissioner Haigh to approve a contract with Ted Davis in an amount not to exceed \$25,000 for development of the community involvement plan for the Riverview Corridor

transit project through March 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management departments.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has undertaken a Major Investment Study for the Riverview Corridor; and

WHEREAS, A major element of the project is working with the community, both those immediately impacted in the corridor and the community at large, on transit improvements; and

WHEREAS, Work on this corridor is funded 80% by a federal grant and the funds for this project, including project management, were previously appropriated in 1998 by the Regional Railroad Authority; and

WHEREAS, Knowledge of the community and its residents is important in eliciting opinions of key stakeholders and nontraditional stakeholders; and

WHEREAS, Ted Davis has experience in working with the St. Paul community in a variety of ways; Now Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby authorizes its Chair to execute a contract with Ted Davis in an amount not to exceed \$25,000 for development of a community involvement plan for the Riverview Corridor transit project through March 31, 1999, subject to approval by Budgeting and Accounting, County Attorney and Risk Management Departments.

5. Authorize staff to issue a request for proposal to assist in implementing the community involvement plan for the Riverview Corridor transit project.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to authorize staff to issue a request for proposal to assist in implementing the community involvement plan for the Riverview Corridor transit project.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has undertaken a Major Investment Study for the Riverview Corridor; and

WHEREAS, A major element of the project is working with the community, both those immediately impacted in the corridor and the community at large, on transit improvements; and

WHEREAS, Work on this corridor is funded 80% by a federal grant and the funds for this project, including project management, were previously appropriated in 1998 by the Regional Railroad Authority; and

WHEREAS, Knowledge of the community and its residents is important in eliciting opinions of key stakeholder and nontraditional stakeholders; Now Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes its Director to issue a request for services to assist in implementing the community involvement plan for the Riverview Corridor Major Investment Study; and Be It Further

RESOLVED, That milestones and outcomes will be requested in the request for proposals so that key points in the 18 month project are identified and measurable results are obtained for the work undertaken.

6. Approve a contract with Dennis McGrann of Lockridge Grindal Nauen and Holstein in the amount of \$25,000 for federal intergovernmental relations through December 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management departments.

Commissioner Guerin commented that Hennepin County received much more funding than Ramsey County and believes that the County would be better off spending money on subsidizing the bus system.

Commissioner Haigh stated that she has appreciated the service that Lockridge Grindal Nauen and Holstein has provided, but is concerned about conflicting issues and obligations with them working with other counties.

Commissioner Ortega noted that Dennis McGrann is a voice for the entire region and there are dangers of this. Commissioner Ortega spoke with Art Leahy, General Manager for Metro Transit, about this and they decided that they should see how the next year turns out.

Commissioner Wiessner stated that last year when the RCRRA entered into this contract, the RCRRA was looking at working together with other counties. Now, the counties issues are becoming more fragmented and the RCRRA should be concerned about conflicting interests.

Commissioner Bennett said that he doesn't believe that the counties are becoming that fragmented. He stated that there aren't many people out there with Dennis's expertise. He also noted that if it becomes Ramsey County against other counties, we won't win and federal funding won't work. He stated that Ramsey county did get federal funding, but not the lion's share. Ramsey County's plans are still proceeding.

Commissioner Wiessner commented that Ramsey County is already paying dues at AMC for Dennis regarding federal issues. Commissioner Bennett added that most people involved with intergovernmental relations have more than one contract. There is no fighting amongst counties, but there is unity.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to approve a contract with Dennis McGrann of Lockridge Grindal Nauen and Holstein in the amount of \$25,000 for federal intergovernmental relations through December 31, 1999 and authorize the Chair to execute the contract subject to approval by Budgeting and Accounting, County Attorney and Risk Management Departments.

Ayes - 5, Nays - 2
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has several important transportation-related initiatives pending at the federal level in 1999; and

WHEREAS, Riverview Corridor transit improvements and access to jobs transportation proposals are two items that will be the subject of Congressional actions in 1999; Now Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the contract with Dennis McGrann and Lockridge, Grindal, Nauen & Holstein in an amount not to exceed \$25,000 for the calendar year 1999 subject to approvals by the County Attorney, Budgeting and Accounting and Risk Management Departments; and Be It Further

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

7. Authorize the Director of the Regional Railroad Authority to sign off on contracts under \$10,000 in value.

Commissioner Rettman asked why this resolution is needed. Kathy DeSpiegelaere answered that there is an increase in the number of RCRRA projects that need action and are consistent with the budget, but there is not always time to present these items to the RCRRA. Currently, Kathy has signoff authority on contracts under \$5,000.

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to authorize the Director of the Regional Railroad Authority to sign off on contracts under \$10,000 in value.

Ayes - 6, Nays - 1
Motion accepted.

WHEREAS, The current maximum limit on sign off authority granted to the Director of the Regional Railroad Authority is \$5,000; and

WHEREAS, In order to expedite purchase of services and improve efficiency of administration; Now Therefore, Be It

RESOLVED, That the authorized limit on sign off authority granted to the Director of the Regional Railroad Authority is increased from \$5,000 to \$10,000.

Commissioner Haigh stated that there should be further discussion on federal legislation. Ramsey County and the east metro area issues need to be prioritized higher on the metro legislation list.

Commissioner Ortega commented that he made is clear that the contract has a 30-day notice and the RCRRA can cancel at any time. If the RCRRA really wants to address issues, then we need to advocate clear transit leadership.

Commissioner Guerin noted that the main job pool is gone from 15 years ago. He asked if we look at rail being ten years away, how can we imagine spending money for plans when we don't know where the job pool will exist.

Commissioner Bennett said that he attended the bus tour last week and found out that the airport decided to spend \$160 million on parking and is looking at more parking. This is 40% of the Hiawatha Corridor cost.

The meeting adjourned at 3:24 p.m.

Minutes

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY ANNUAL ORGANIZATIONAL MEETING

January 5, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, January 5, 1999, in Council Chambers, 3rd Floor Courthouse.

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

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

Chairman Ortega called the meeting to order at 9:48 a.m.

1. Appoint Officers for 1999 Ramsey County Regional Railroad Authority and Metropolitan Light Rail Transit Joint Powers Board.

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

Ayes - 7, Nays - 0
Motion accepted.

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

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint the following officers to the Ramsey County Regional Railroad Authority for 1999:

Tony Bennett, Chair
Jan Wiessner, Vice Chair
Rafael Ortega, Secretary
Susan Haigh, Treasurer

and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Metropolitan Light Rail Transit Joint Powers Board for 1999:

Rafael Ortega (member)
Tony Bennett (alternate)

The meeting adjourned at 9:50 a.m.

1

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 20, 1999
Date

Board Action Requested

Update on Phalen Corridor EIS

DISCUSSION ONLY

Request Justification

See attached memorandum from St. Paul staff.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

January 26, 1999

Board Date

Kristine A. Longhenry
Signature

1-20-99

Date



CITY OF SAINT PAUL

Norm Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6626
Facsimile: 651-228-3341

January 7, 1999

To: Chair Tony Bennett and members of the Ramsey County Regional Rail Authority
From: Nancy Frick, Planning and Economic Development, City of Saint Paul *NF/ml*
Mike Klassen, Public Works, City of Saint Paul
Re: Phalen Boulevard Draft EIS

The City of Saint Paul, with the approval of the Minnesota Department of Transportation (MnDOT) and the Federal Highway Administration (FHWA), has released for public review and comment the Draft Environmental Impact Statement (EIS) for Phalen Boulevard. A public hearing will be held Wednesday, January 27, 1999 from 6:00 p.m. to 8:00 p.m. in Room 40 of the City Hall/County Courthouse. An informational open house will be held the same day, from 3:30-6:00 p.m. in Room 42. There will be two additional open houses the previous week: Tuesday, January 19, 6:30-8:30 p.m., at Arlington Hills Lutheran Church, 1115 Greenbrier; and Thursday, January 21, 6:30-8:30 p.m. at Rice Recreation Center.

The hearing record for the Draft EIS remains open through Wednesday, February 10, 1999. Following the public comment period, the City is expected to move forward on selection of a preferred alternative.

Background

Phalen Boulevard is a key element of the Phalen Corridor Initiative, a major economic initiative to restore and grow family-supporting employment for Saint Paul's East Side, an area which has suffered employment loss and community deterioration over the past twenty years. The vacant and under-used land in the rail corridor stretching between I-35E and Johnson Parkway provides the area's key opportunity for new industrial development. Phalen Boulevard is necessary to provide access to this land-locked corridor. In addition, the proposed new road, which has been in city transportation plans for years, is desirable to improve access generally and alleviate traffic congestion for East Side businesses and residents.

Ramsey County has been an active supporter of the Phalen Corridor Initiative which includes not only the industrial redevelopment of the corridor, but also aggressive workforce development, business retention, and neighborhood amenity efforts. Ramsey County Public Works staff has aided the city team with development of the Phalen Boulevard EIS from the outset of the process.

Likewise, MnDOT staff have worked with city staff and task force on the creation and evaluation of Phalen alternatives for Phalen Boulevard. During the course of the EIS preparation, this partnership with MnDOT surfaced an excellent opportunity to coordinate the Phalen Boulevard project with the planned reconstruction of I-35E north of downtown. With the participation of MnDOT, the Phalen project developed a pair of alternatives (W-2D and W-2E) both of which include the realignment of I-35E slightly to the east, construction of a new full-access interchange at Cayuga, and addition of a two-way frontage road on the west side of new I-35E.

Another major opportunity has been created by the Metropolitan Council's selection of a site at Cayuga, just east of I-35E, for the new Metro Transit Bus Facility. Again, MnDOT, Metropolitan Council and local officials and staff have been working closely together on design and timing details to achieve the best benefit for each project's objectives.

The cooperative spirit of this project, evidenced not only by the government agency coordination, but also by the community collaborative guiding the Phalen Corridor Initiative, has to date helped draw \$12.25M in federal funds and \$3.85M in state funds for the Phalen Boulevard, as well as over an addition \$10 million for other aspects of the Initiative including workforce development, pollution clean-up and development site preparation.

The tentative budget for Phalen Boulevard is as follows:

CIB:	2.45 M
MSA:	4.6M
County:	4.5M
State:	9.35M
Federal:	27.1M

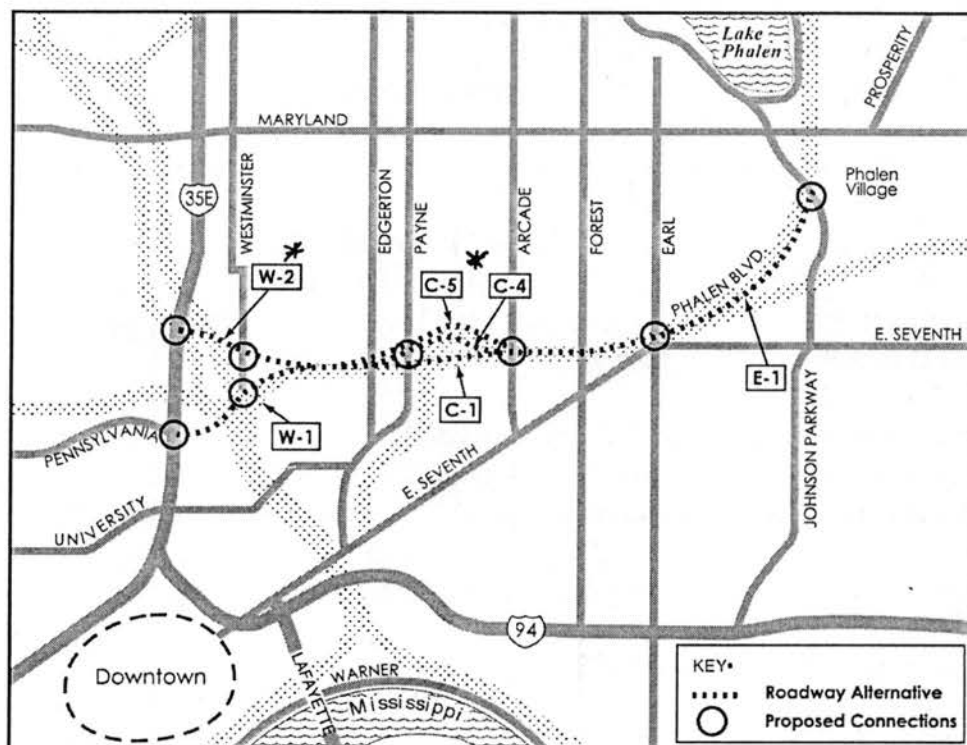
The County participation shown in this budget represents an estimate of \$3M value of RCRRA right-of-way, and \$1.5M CSA.

This budget does not include the State funding of the rebuild of I-35E which is integral to the W-2 alternatives. MnDOT has included the project in its work plan, to be coordinated with the Phalen Boulevard construction, should a W-2 option be selected.

Phalen Boulevard Alternatives

Commissioners should have received a summary of the Draft EIS, with a map of each of the project "build" alternatives, a set for each of the three project area segments (Western: I-35E to Burr; Central: Burr to Earl; Eastern: Earl to Johnson Parkway). The Draft EIS presents and analyzes three (3) build alternatives in the western segment, five (5) in the central segment, and one(1) in the eastern segment. (See concept drawing, next page.)

The Draft EIS also analyzes the "No-build" and "Transportation System Management (TSM)" alternatives.



* In this conceptual map "W-2" represents detailed alternatives W-2D and W-2E; "C-4" represents detailed alternatives C-4 and C-4A; and "C-5" represents detailed C-5 and C-5A. Refer to the Draft EIS for more detail.

County Responsibilities and Phalen Boulevard

The Phalen Boulevard project is of particular interest to Ramsey County (1) as a minor arterial addition to Saint Paul's transportation network that is expected to become a County facility upon its completion, (2) as a likely transit route, (3) as an economic development initiative, and (4) as a use of land, half of which is owned by the Ramsey County Regional Rail Authority (RCRRA), having been purchased in order to reserve the option for future light rail transit (LRT).

1. Transportation. In Year 2015, Phalen Boulevard is forecasted to carry 4900-7200 average daily traffic (ADT) in the western end of the project area; the Cayuga extension, which is part of the W2 options, is forecasted at 3700-14,600, the traffic levels growing closer to the interchange. In the central segment, the forecast is 5000-7400 ADT and in the eastern end it is estimated at 6100-7400 ADT.

The EIS finds that the No-build and TSM options result in no change in access and in over-

capacity operating conditions occurring at Maryland and Payne, Arcade and E. 7th, Pennsylvania and Mississippi, and the I-35E interchange ramps at Pennsylvania. From the transportation perspective, the discernible differences in alternatives relate to choices in the western segment only. The project, under any western option, improves access generally and reduces traffic on nearby east-west streets, more so with the W-2 options. With the W-1 option, over-capacity operating conditions will occur at the existing I-35E interchange ramps. With the W-2 options, all streets, including the freeway ramp intersections, will operate at acceptable levels of service. In addition, with either W-2, additional traffic uses I-35E, creating a corresponding decrease in some north/south streets through the corridor area.. In the project area, the W-2 options result in the greatest saving in both vehicle-hours (VHT) and vehicle-miles (VMT) over the No-build Alternative. The W-1 alternative shows only marginal reduction in VHT and an increase in VMT.

2. Transit . As noted, Phalen expected to be used as a transit route, providing convenient access to new and existing employment opportunities along the corridor, and providing an attractive alternative for express bus services now using East 7th Street. The Draft EIS finds that "all combinations of the Build Alternatives have a potentially positive impact on the quality of transit service in and beyond the corridor." (IV-26)

In addition, the new Metro Transit bus facility, which is to be built at the Cayuga site just east of I-35E, will be served by and coordinated with the Phalen Boulevard project, to further enhance transit services in the area and eastern metro region.

The topic of rail transit is addressed below in this memo.

3. Economic Development. As noted, Phalen Boulevard is moving forward as a key part of the Phalen Corridor Initiative economic development project. The Draft EIS reports the decline in jobs, household income, and home values, as well as the growth in public assistance, which has been experienced in the project area in recent years. The Phalen Corridor Initiative is focused on attracting and growing new industrial job opportunities.

Demand for land for industrial development in the city is high, but supply in a built environment is very limited. Phalen Boulevard will provide access to a two-mile corridor industrial-zoned land and link that land to the freeway system. The Draft EIS discusses the resulting new job development and finds that the project would have beneficial impacts related to increased employment opportunities, real incomes, and housing values.

4. Light Rail Transit. About half of Phalen Boulevard's proposed route is on land owned by the Ramsey County Regional Rail Authority (RCRRA), which the RCRRA purchased in order to preserve the option of light rail transit (LRT) in the corridor. The City of Saint Paul has, with the permission of the RCRRA, built Phalen Creek Trail within the RCRRA right-of-way with the understanding that the City would relocate the trail when LRT is built.

The *Phalen Boulevard Scoping Document* (March 1996) states this as a project goal: "Maintain the option of future light rail transit in the corridor." The project staff has been guided by this objective during the planning of Phalen Boulevard. In addition, there is a project goal to "Provide for and encourage alternative modes of travel including biking, walking and transit." The Draft EIS states, as an environmental consequence, and mitigation, respectively, the following:

The construction of Phalen Boulevard will require that portions of Phalen Creek Trail be rebuilt within the existing right-of-way. If LRT is built in the future, additional right-of-way will have to be acquired to accommodate Phalen Creek Trail, Phalen Boulevard and LRT. (p. IV-14)

The location of Phalen Creek Trail would be adjusted to accommodate Phalen Boulevard. The Saint Paul Public Works Department will work with the Saint Paul Parks and Recreation Department and the RCRRA in developing final construction plans that conform to accepted design standards for each facility. Phalen Creek Trail would continue to operate on RCRRA right-of-way after Phalen Boulevard is constructed. (p. IV-16)

Project staff and RCRRA staff have conferred on how the road, LRT and trail designs can work in this corridor. Attachment 1 to this memo shows the typical sections for the Phalen Boulevard corridor (a) between I-35E and Arcade, (b) between Arcade and Frank, and (c) between Frank and Johnson Parkway.

The western portion of the project area, between I-35E and Arcade, is not RCRRA right-of-way and does not include the option of LRT. For the easternmost portion of the project area, between Frank and Johnson Parkway, there is adequate space for trail, LRT and Phalen Boulevard, designed as a two-lane road with median strip.

Space is most limited between Arcade and Frank, a distance of 3300 feet.

Frank-Arcade Issues. Here, the corridor is bounded by the Union Pacific tracks on the south, and Seegar Square and 3M buildings on the north. To minimize right-of-way needs, the road design in this segment is two-lane with no median strip. This design allows space for trail and road, or for LRT and road, but not for all three uses. It is here, between Arcade and Frank, where the City would need to make other accommodation for the Phalen Creek Trail to accommodate LRT in the corridor.

Attachments 2 and 3 conceptually illustrate how the corridor could work with road and trail, and with road and LRT, between Frank and Payne. For the illustrative purposes, this figure shows the C-4 Phalen Boulevard alternative. Commissioners should be aware that the design of all the central segment alternatives is basically identical from Arcade to the east. There is only one eastern alternative.

There are two timing options for implementing the concept shown in Attachment 3, which moves the Phalen Creek Trail from Frank to Arcade to allow room for both the road and LRT .

Frank-Arcade Timing Option #1 would be to move the Phalen Creek Trail out of the corridor between Frank and Arcade when Phalen Boulevard is built. The cost of construction the trail connection in this configuration is estimated at \$200,000. It would also require securing of easement through 3M property, and anticipating the site needs of future redevelopment between Seegar Square and Versa and securing of right-of-way/easement in this area accordingly. It would involve making the change to the trail experience for the distance of this connection years in advance of a decision to build LRT.

Frank-Arcade Timing Option #2 would be to move the Phalen Creek Trail out of the corridor between Frank and Arcade when the decision to build LRT in this corridor is made, and committing in the present to such an arrangement day by formal agreement between the Authority and the City of Saint Paul. The same construction cost, and 3M property easements as Timing Option #1 would apply but at a later date. The redevelopment of the area between Seegar Square and Versa would very likely have occurred, and with site plan approval by the City to allow provision for future bike trail relocation, simplifying that aspect of the relocation. Timing Option #2 would allow a more continuous trail experience for the user for the period of time between construction of Phalen Boulevard and implementation of LRT in this corridor. For these reasons, City staff recommend Timing Option #2.

Arcade Issues. Finally, Attachment 3 includes an outline of an LRT station at Arcade Street. The Arcade Street Bridge reconstruction is being designed to accommodate this possible future station. It is timely to move forward on Arcade Street bridge planning with concurrence from the County that LRT interests have been protected.

To fit the LRT station and Phalen Boulevard in the space under the Arcade Street bridge would require acquisition and relocation of the Union Pacific storage/bypass trackage on the south edge of the corridor.

Again, there are two options for implementing the concept which accommodate Phalen Boulevard and LRT with station under the Arcade Street Bridge.

Below-Arcade Timing Option #1 would be to negotiate with the railroad to acquire their land and relocate the storage/bypass tracks now and construct new Phalen Boulevard reserving space to the north for LRT and station, as shown on Attachment 3. Based upon past experience, it is expected that the time required to do so could delay the implementation of the Phalen Boulevard project.

Below-Arcade Timing Option #2 would be to build Phalen Boulevard as shown in Attachment 2, encroaching on the station outline, and acquire and relocate rail to the south and move Phalen Boulevard to make room for the station when the decision is made to construct LRT with a station in that location, again committing in the present to such an arrangement day by formal agreement between the Authority and the City of Saint Paul. This option would allow the continued use of the storage/bypass tracks for the next several years, and the ability to postpone negotiations with the railroad until future would likely minimize delays in the implementation of the Phalen Boulevard project. For these reasons, City staff recommend Below-Arcade Timing Option #2.

Commuter Rail, Two points regarding commuter rail apply to this discussion of rail transit. The space requirements for commuter rail are less than for LRT, so a finding that option of future LRT has been maintained would apply to the question of commuter rail as well. Commissioners should also be aware that the report from MnDOT to the Minnesota State Legislature will include as Tier I implementation routes Elk River to Minneapolis, Lakeview to Minneapolis, Hastings to Minneapolis and a link between St. Paul and Minneapolis along the Pierce Butler corridor. Among the Tier II routes is a Saint Paul to Forest Lake route; however with the preferred alternative being express routes west of I-35E. The Phalen Corridor alignment is not found among these implementation routes.

Finally, assuming that the City selects a "build" alternative, any of which involve RCRRA right-of-way, City staff would like to convey its intent to seek an agreement with the RCRRA for use of its right-of-way for the construction of Phalen Boulevard. The details of this proposed agreement are to be worked out, and, of course, brought to the RCRRA for action at the appropriate time.

Recommendations

In summary, so that we may proceed with project planning, continuing in cooperation with County staff, the City is seeking concurrence with the following:

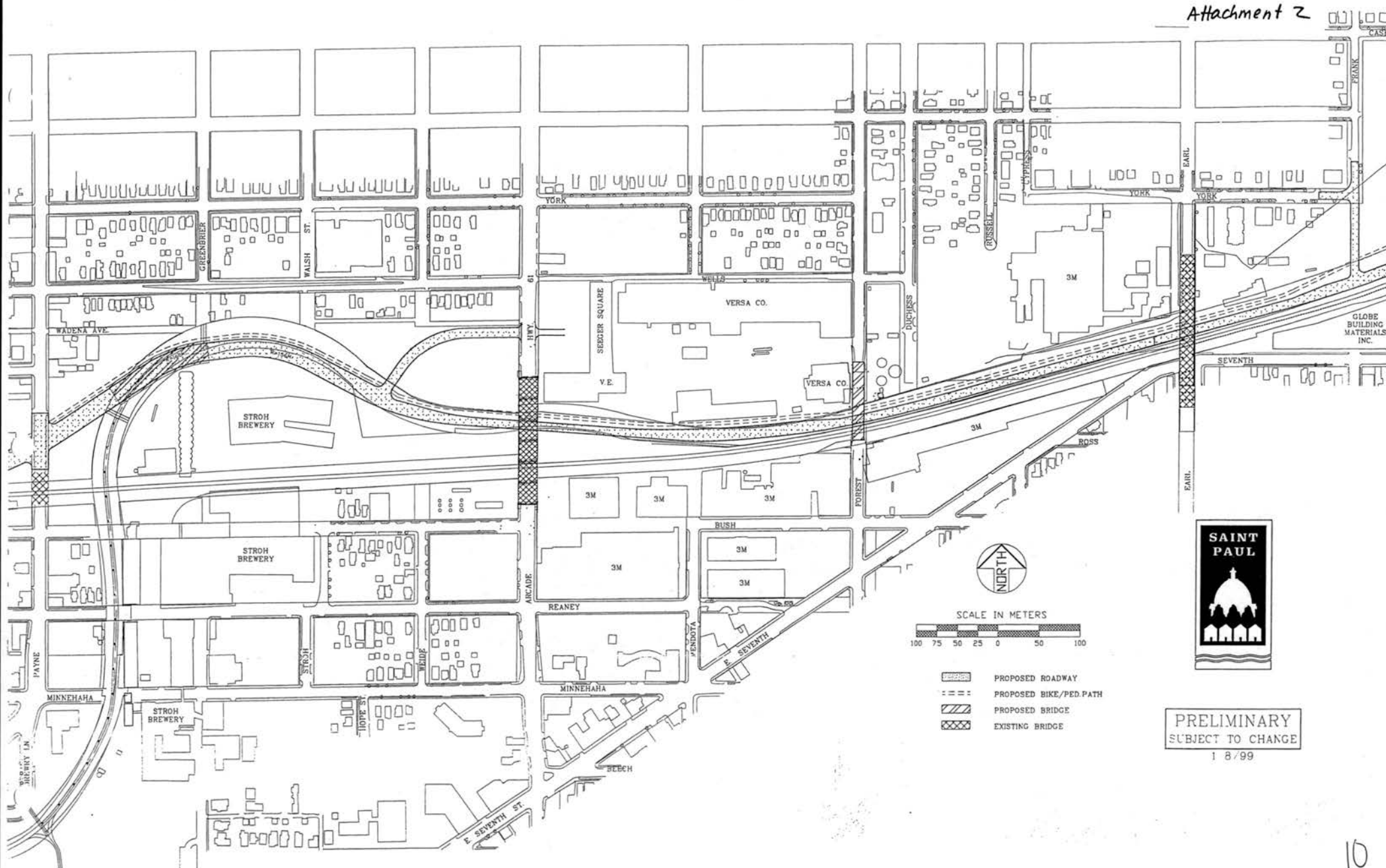
1. The proposed alternatives for Phalen Boulevard maintain the option of future LRT in the corridor.
2. The proposed design of the Arcade Street Bridge maintains the option of a future LRT station at Arcade. The County/Rail Authority concurs with the pier placement shown in Attachment 3.
3. In recognition that when LRT is built in this corridor, the City would need additional right-of-way to provide for the Phalen Creek Trail between Frank and Arcade, the implementation should occur with Frank-Arcade Timing Option #2, which would commit the City (by

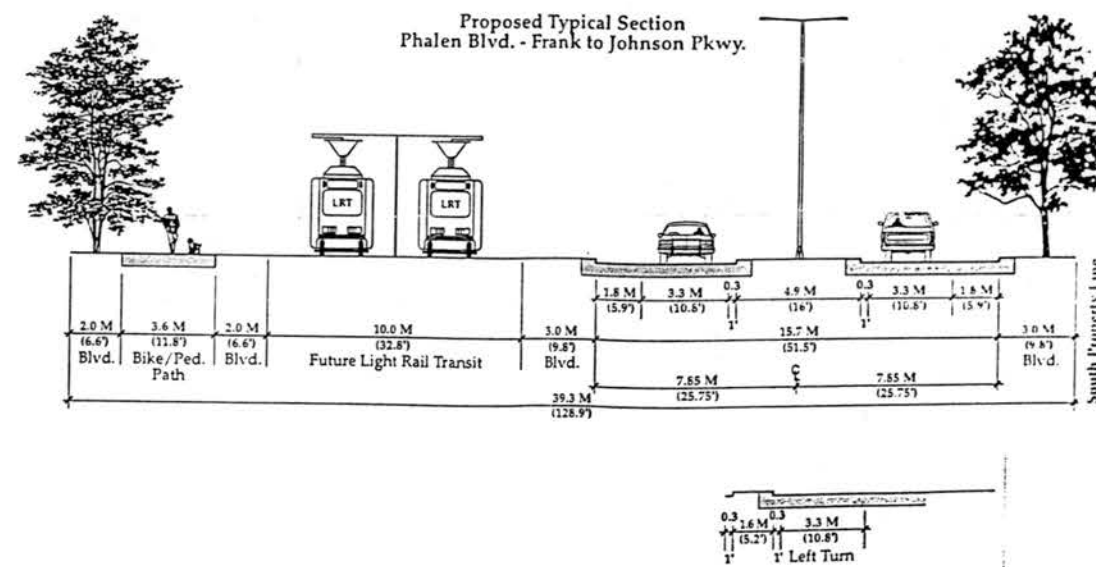
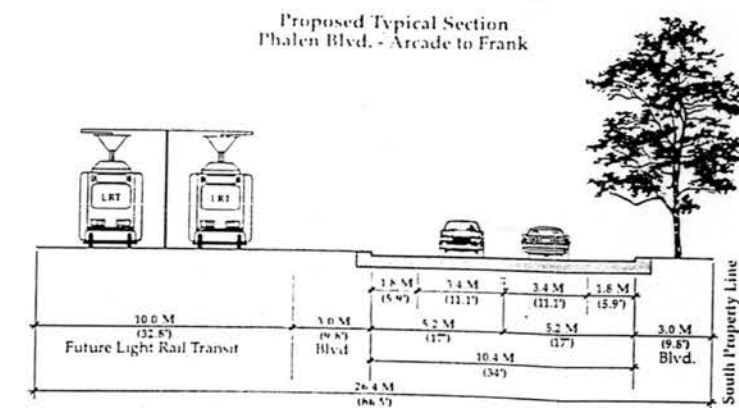
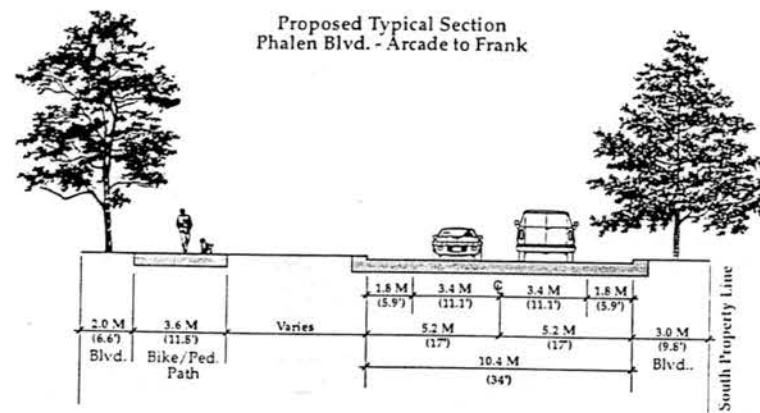
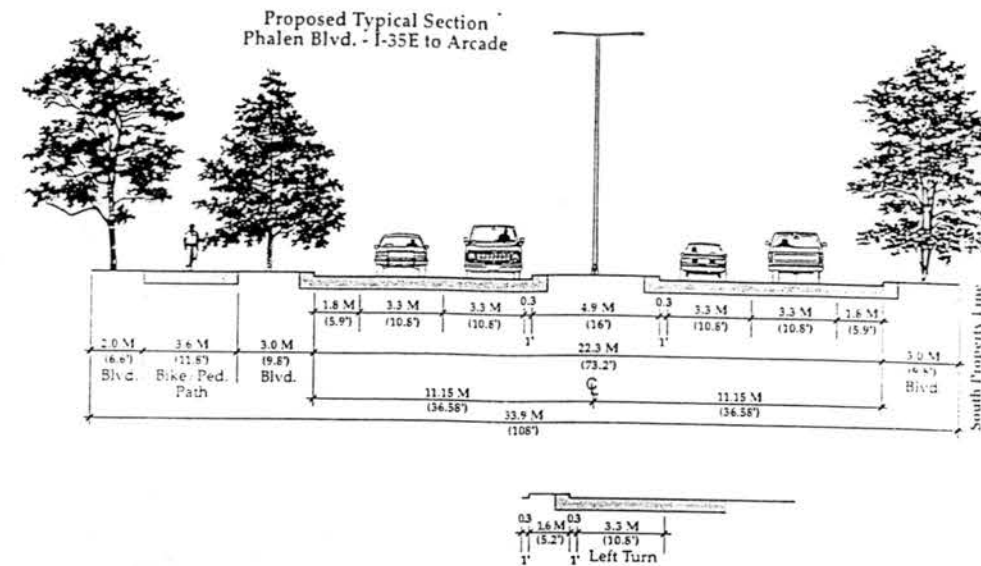
agreement with the Authority in the present) to move that portion of the Phalen Creek Trail to accommodate LRT when the decision is made to build LRT in the corridor.

4. In recognition that when LRT is built in this corridor, assuming a station at Arcade, Phalen Boulevard will need to be located far enough south to allow room for LRT and that doing so would require the acquisition of land now used as storage/bypass trackage and assistance in relocating that use, the implementation of the project should occur with Below-Arcade Timing Option #2, which would commit the City (by agreement with the Authority in the present) to acquire the rail land and move Phalen Boulevard to the south to accommodate LRT when the decision is made to build LRT, with a station at Arcade.
5. The City intends to seek an agreement with the RCRRA for use of its right-of-way for the construction of Phalen Boulevard, with the details of this proposed agreement to be worked out and subject to City and RCRRA approval.

The City is pleased to continue working with the County to achieve the goals of both the Phalen Corridor Initiative and overall development and management of the transportation system. We look forward to your comments on the Phalen Boulevard Draft EIS.

Attachments (3)

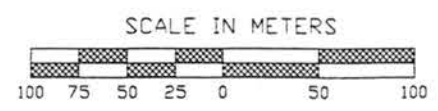
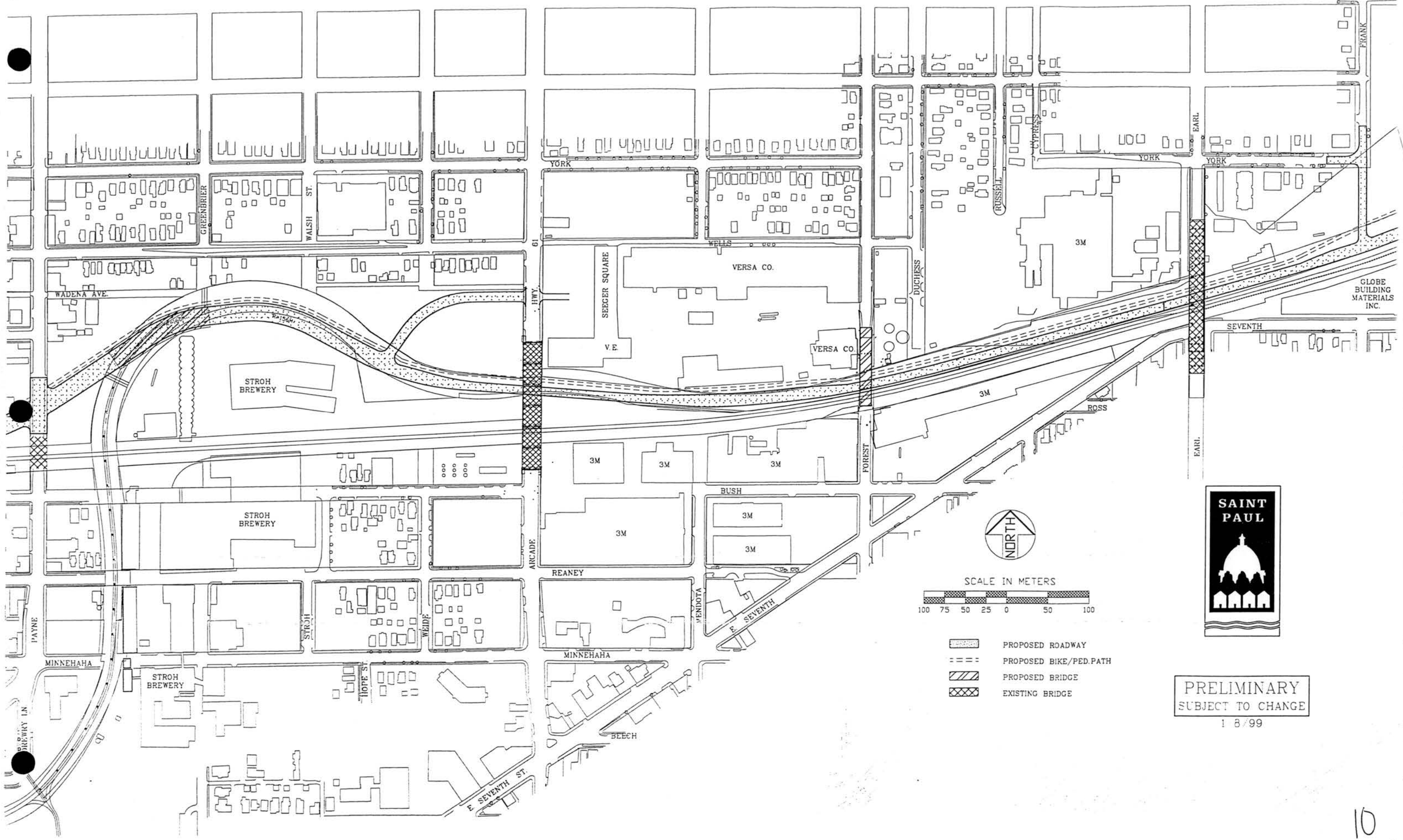




Phalen Boulevard Draft Environmental Impact Statement

Figure ii-2
Phalen Boulevard
Typical Sections

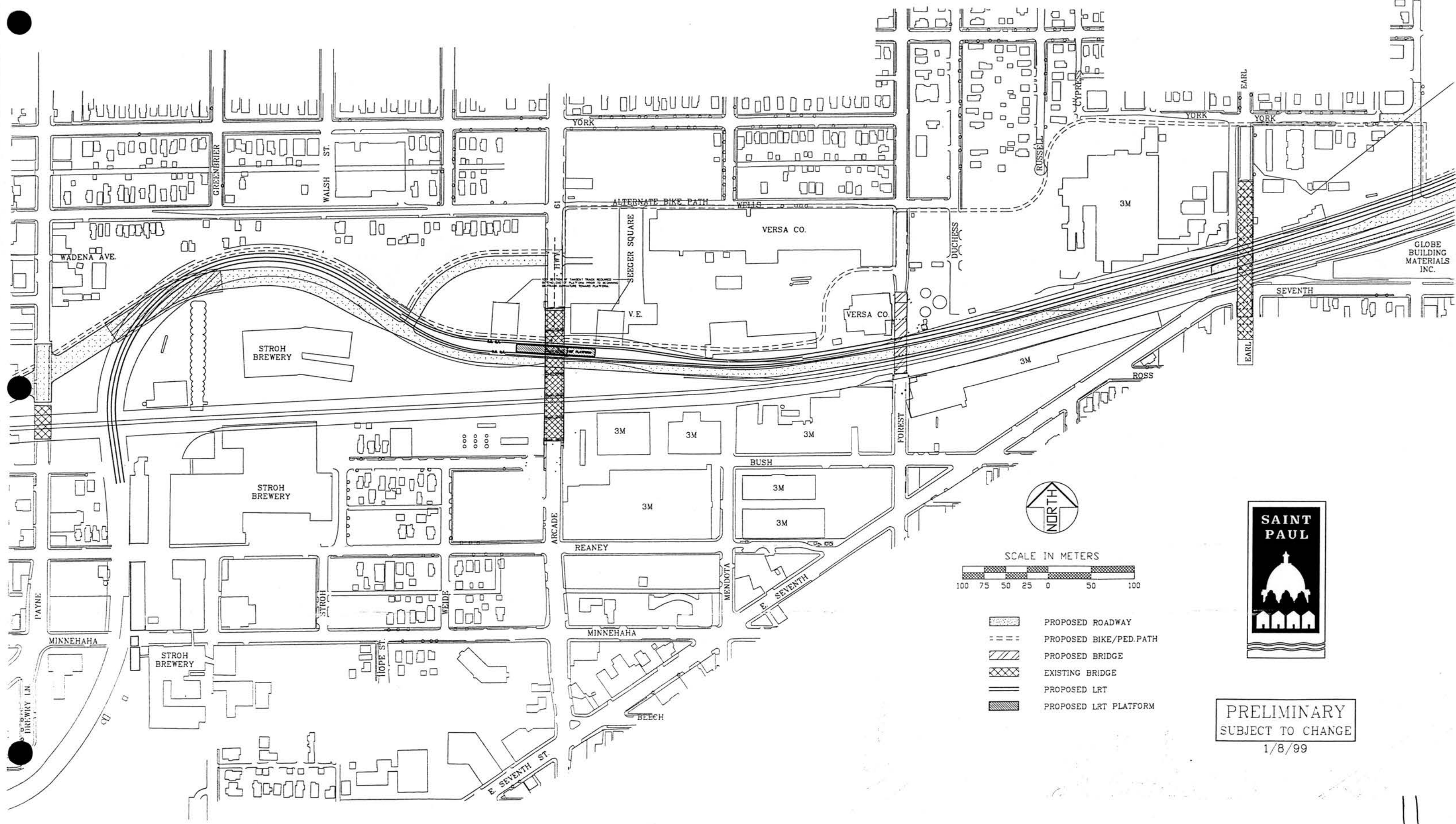




- PROPOSED ROADWAY
- PROPOSED BIKE/PED.PATH
- PROPOSED BRIDGE
- EXISTING BRIDGE



PRELIMINARY
SUBJECT TO CHANGE
1 8/99



PRELIMINARY
SUBJECT TO CHANGE
1/8/99

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

January 20, 1999

Date

Board Action Requested

Metropolitan Light Rail Transit Joint Powers
Board Annual Report.

DISCUSSION ONLY

Request Justification

See attached report.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

January 26, 1999

Board Date

Kristine A. Longhenry
Signature

1-20-99

Date

Metropolitan LRT Joint Powers Board

1998 Annual Report

Introduction

The Metropolitan Light Rail Transit Joint Powers Board (Board) will mark 1998 as the year the region was victorious in advancing rail transit alternatives. Because of the key positions held by Minnesota Congressmen, the Board succeeded in securing federal authorizations and appropriations in the new TEA 21 legislation. The Board was also instrumental in securing state funding and commitments in significant amounts for regional transit projects. This annual report will summarize the Board's accomplishments and activities in 1998.

The Board was established in 1992 by a joint powers agreement among the seven metropolitan county regional railroad authorities. In 1998, Hennepin County Commissioner Peter McLaughlin chaired the Board. Ramsey County Commissioner Rafael Ortega served as vice chair and Anoka County Commissioner Paul McCarron served as secretary. Additional Board members included: Carver County Commissioner John Siegfried, Dakota County Commissioner Paul Krause, Scott County Commissioner Art Bannerman, and Washington County Commissioner Mary Hauser.

Funding for the Twin Cities Transitway Projects

During 1998, Congress approved the Transportation Efficiency Act for the 21st Century (TEA 21). Three transitway projects in the Twin Cities were fully authorized in the bill—the Hiawatha (downtown Minneapolis to the airport and Mall of America), Riverview (Lower East Side of St. Paul to airport and Mall of America) and Northstar (Minneapolis to St. Cloud) Corridors. An additional corridor, the Red Rock (St. Paul to Hastings), was authorized through preliminary engineering. Congress appropriated \$17 million for the Hiawatha Corridor and \$6 million for the Northstar Corridor. Additional federal funds were allocated to the Riverview Corridor.

At the State legislature, additional success was realized. The Legislature appropriated:

- \$40 million for the engineering, design and construction of the Hiawatha Corridor

- \$3 million for the Riverview Corridor
- \$1.5 million for the Northstar Corridor
- \$.5 million for the Cedar Avenue Corridor in Dakota County
- \$.5 million for the Red Rock Corridor, including the connection to Minneapolis.
- \$1 million as grants to regional railroad authorities for work on the Young America, Bethel and Northwest Corridors or other commuter rail corridors identified in the Phase II Minnesota Department of Transportation Commuter Rail Study.

Transit Policy Initiatives

In 1998, the Board continued its leadership in the development of regional and State transit policy. The Board's mission is to ensure that public policy reflects a comprehensive, integrated approach to transit and transit funding and recognizes that the transportation system is fundamental to the economic well being of the region and its people.

The Board had a coordinated legislative approach to securing adequate funding for transit. Specific positions included:

- Support for a dedicated source of funding for transit including: a sales tax on gas, a ½ cent general sales tax or a constitutional amendment that dedicates any increase in gas tax to public transportation.
- Support for federal legislation to secure capital and operating funding for a comprehensive metropolitan transit system.
- Support for legislation for statewide land use planning and recognition of the land use links to transit and support for legislation which fosters redevelopment in core areas.
- Support for funding of transit services for social services clients from human services budgets rather than transit agency budgets.

Although the Legislature provided significant increases in transit funding in the 1998 session, additional dedicated sources of funds will be sought by the Board to implement needed transit improvements in the metropolitan region.

The Board participated in a variety of additional policy forums in 1998. The Board provided comments to the Metropolitan Council on its parking study to encourage the implementation of policies that will encourage transit use. The Board acted as a sponsor in Metro Transit's Transit Development

Forum in May, and as a sponsor for the Women's Transportation Seminar Legislative reception in January. Additionally, the Board saw the results of its financial contribution to the Minneapolis Transportation Management Organization (TMO) for the development of a presentation on congestion and solutions for the metropolitan area. The focus of the TMO's presentation is on activating business interest in the issue of congestion. The TMO is making the presentation available to the Board and its members.

Commuter Rail

In 1998, commuter rail received statewide attention as a potential transit alternative. Phase II of the Minnesota Department of Transportation Commuter Rail study examined seven potential metro corridors. Board members actively participated as members of the Advisory Committee on the study and staff was involved in the Steering Committee. The Board continues to act as a forum for the sharing of information regarding commuter rail initiatives to serve the region.

Welfare Reform: Access to Jobs

The Board continued its active involvement in the Welfare Reform Initiative. In 1998, the Board received a grant from The McKnight Foundation, in the amount of \$40,000, to study how to provide transportation for the welfare to work clients in the seven county metropolitan area. The study was initiated in cooperation with the Metropolitan Council and Metro Transit. Study results and best practices will be shared at a forum on February 11, 1999 that will attract national speakers on the subject of welfare to work transportation needs and solutions. Staff from the seven counties meet regularly to guide the study and coordinate transportation information and services on welfare to work transportation. The Board recognizes the barriers facing welfare clients in getting to jobs and provides transportation services and funding through its counties to assist in overcoming transportation barriers. The Board also commented on federal rulemaking for grants for the TEA 21 Welfare To Work Transportation Funds.

The Board approved a grant application to the Federal Transit Administration in 1998 that will, if granted, provide funding for needed transit improvements in the metropolitan area for low-income workers.

NACO Conference in Portland

The Board and the Association of Minnesota Counties hosted a briefing and tour for Minnesota County Commissioners in Portland, Oregon, during the National Association of Minnesota Counties (NACO) annual conference in June. Over 100 people attended the briefing to learn about light rail transit and commuter rail. The briefing was followed by a tour of the new West Side LRT line and of the proposed Washington County commuter rail line.

Hiawatha Corridor Implementation

As required by state law, the LRT Joint Powers Board participated in the implementation of LRT in the Hiawatha Corridor. The Board has representatives serving on the Hiawatha Corridor Management Committee, the group that guides the policy decisions for the implementation of LRT in that corridor. The Board approved a short term action plan for community involvement and marketing for the Hiawatha Corridor and approved system standards relating to low floor vehicles, station platform length and fare collection devices for LRT. The Board's approval is predicated upon an integrated coordination approach to the development of LRT in the metropolitan area.

1998 Financial Report

Attached is a summary of the financial activity of the Board in 1998, including revenues, expenditures and year end financial situation.

Metropolitan Light Rail Transit Joint Powers Board
Accounting Summary
For the Period January 1, 1998 through December 31, 1998

	<u>Actual</u>	<u>Budget</u>	<u>Balance Remaining</u>
Revenues:			
Member Contributions (1)	\$ 128,325.64	\$ 128,325.64	\$ -
Other Revenue	<u>40,000.00</u>	<u>0.00</u>	<u>40,000.00</u>
Total Revenues	<u>\$ 168,325.64</u>	<u>\$ 128,325.64</u>	<u>\$ 40,000.00</u>
Expenses:			
Printing/Postage/Miscellaneous	306.64	0.00	306.64
Administration/Policy Analysis	30,315.75	10,000.00	20,315.75
Regional Transit Advocacy	62,806.41	90,000.00	(27,193.59)
Transportation Plans	27,457.50	20,000.00	7,457.50
Contingencies	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Total Expenses	<u>\$ 120,886.30</u>	<u>\$ 120,000.00</u>	<u>\$ 886.30</u>
Revenues less Expenses:	<u>\$ 47,439.34</u>	<u>\$ 8,325.64</u>	<u>\$ 39,113.70</u>

Metropolitan Light Rail Transit Joint Powers Board
Reconciliation of Fund Balance
For the Period January 1, 1998 through December 31, 1998

Fund Balance: Beginning of Year	\$ 58,325.64
Add: Revenues (Not Including 1997 Carryover)	110,000.00
Less: Expenses	<u>(120,886.30)</u>
Fund Balance: End of Year (Preliminary)	<u>\$ 47,439.34</u>

Note:

(1): Budgeted member contributions includes \$58,325.64 of carryover from 1997.

Metropolitan Light Rail Transit Joint Powers Board
Calculation of Projected Ending Fund Balance
As of December 31, 1998

Fund Balance - 12/31/98 (Preliminary)	\$47,439
Projected revenues:	
Reimbursement from Met Council for a portion of Lockridge, Grindal contract	7,500
Interest revenue (estimate)	4,600
Projected expenditures:	
Lockridge Grindal - December '98	(3,750)
Richardson, Richter - December '98 (estimate)	<u>(1,000)</u>
Projected Final 12/31/98 Fund Balance	<u><u>\$54,789</u></u>

Access to Jobs Study	
Grant from McKnight Foundation	\$40,000.00
Amount expended in 1998 on contract with Economic Development Services	<u>(26,257.50)</u>
Amount Remaining	<u><u>\$13,742.50</u></u>

Metropolitan Light Rail Joint Powers Board
Accounting Detail
For the Period January 1, 1998 through December 31, 1998

Payee/Description	Date	Member Contributions	Other Revenue	Printing/Postage/ Miscellaneous	Administration/ Policy Analysis	Regional Transit Advocacy	Transportation Plans	Contingencies	Fund Balance
Carryover from 1997	01/01/98	\$ 58,325.64							
Washington County RRA	01/28/98	5,040.00							\$ 58,325.64
Hennepin County RRA	02/01/98	19,670.00							63,365.64
Ramsey County RRA	02/04/98	19,670.00							83,035.64
Dakota County RRA	02/11/98	8,750.00							102,705.64
SRF Consulting Group, Inc.	02/18/98								111,455.64
Downtown Mpls Trans. Mgmt. Org.	02/18/98					1,286.24			110,169.40
Messerli & Kramer	02/26/98					17,000.00			93,169.40
Richardson, Richter: 1/1-2/23	02/28/98					8,000.00			85,169.40
SRF Consulting Group, Inc.	03/16/98			13.00	715.00				84,441.40
Messerli & Kramer	03/20/98					1,052.33			83,389.07
Messerli & Kramer	04/29/98			11.00		8,000.00			75,378.07
Messerli & Kramer	05/28/98			17.50		8,000.00			67,360.57
Carver County RRA	06/09/98			6.00		8,000.00			59,354.57
Hyatt Whitney	06/12/98	1,680.00							61,034.57
Anoka County RRA	06/26/98	13,160.00				3,024.34			58,010.23
Messerli & Kramer	06/29/98					8,000.00			71,170.23
Richardson, Richter: 4/24-6/12	06/30/98								63,170.23
Richardson, Richter: 6/13-8/13	08/26/98			30.23	2,455.00				60,685.00
Association of MN Counties	08/26/98			44.97	1,608.75				59,031.28
Lockridge Grindal et al: 7/98	08/26/98					443.50			58,587.78
Economic Development Svces: 8/98	09/24/98				1,500.00				57,087.78
Scott County RRA	09/28/98	2,030.00					4,140.00		52,947.78
The McKnight Foundation	09/28/98		40,000.00						54,977.78
Lockridge Grindal et al: 8/98	09/30/98								94,977.78
Richardson, Richter: 8/14-9/18	09/30/98				1,500.00				93,477.78
Economic Development Svces: 9/98	09/30/98			20.15	1,842.50				91,615.13
Richardson, Richter: 2/23-4/23	10/19/98						6,525.00		85,090.13
Economic Development Svces: 10/98	10/26/98			3.10	2,475.00				82,612.03
Lockridge Grindal et al: 7/98	11/03/98						4,410.00		78,202.03
Lockridge Grindal et al: 8/98	11/03/98				2,250.00				75,952.03
Lockridge Grindal et al: 9/98	11/03/98				2,250.00				73,702.03
Economic Development Svces	11/13/98				3,750.00				69,952.03
Lockridge Grindal et al: 10/98	11/18/98						1,200.00		68,752.03
Richardson, Richter: 9/26-10/23	12/14/98				3,750.00				65,002.03
Richardson, Richter: 10/24-11/30	12/30/98			20.85	1,622.50				63,358.68
Economic Development Svces: 11/98	12/30/98			139.84	847.00				62,371.84
Economic Development Svces: 12/98	12/30/98						6,067.50		56,304.34
Lockridge Grindal et al: 11/98	12/31/98						5,115.00		51,189.34
					3,750.00				47,439.34
Actual		\$ 128,325.64	\$ 40,000.00	\$ 306.64	\$ 30,315.75	\$ 62,806.41	\$ 27,457.50	\$ -	\$ 47,439.34
Budget		\$ 128,325.64	\$ -	\$ -	\$ 10,000.00	\$ 90,000.00	\$ 20,000.00	\$ -	
Budget Remaining		\$ -	\$ 40,000.00	\$ 306.64	\$ 20,315.75	\$ (27,193.59)	\$ 7,457.50	\$ -	

METROPOLITAN LIGHT RAIL TRANSIT JOINT POWERS BOARD
REVENUE AND EXPENDITURE BUDGET PREPARATION
FOR THE YEAR ENDING DECEMBER 31, 1999

REVENUES

Regional Railroad Authority	1996 Budget	1996 Actual	1996 Difference	1997 Budget	1997 Actual	1997 Difference	1998 Budget	1998 Projection	1998 Difference	1999 Budget	Percentage Contribution
Anoka	\$0	\$0	\$0	\$0	\$0	\$0	\$13,160	\$13,160	\$0	\$21,563	18.8%
Carver	0	0	0	0	0	0	1,680	1,680	0	2,737	2.4%
Dakota	0	0	0	0	0	0	8,750	8,750	0	14,375	12.5%
Hennepin	0	0	0	0	0	0	19,670	19,670	0	32,344	28.1%
Ramsey	0	0	0	0	0	0	19,670	19,670	0	32,344	28.1%
Scott	0	0	0	0	0	0	2,030	2,030	0	3,304	2.9%
Washington	0	0	0	0	0	0	5,040	5,040	0	8,333	7.2%
SUBTOTAL-Contributions	0	0	0	0	0	0	70,000	70,000	0	115,000	100.0%
Interest Income	4,000	4,935	(935)	2,000	4,282	(2,282)	0	3,000	(3,000)	0	
Carryover From Prior Year	100,000	104,516	(4,516)	64,874	65,649	(775)	58,326	58,326	(0)	25,000	
TOTAL REVENUES	\$104,000	\$109,450	(\$5,450)	\$66,874	\$69,930	(\$3,056)	\$128,326	\$131,326	(\$3,000)	\$140,000	

EXPENDITURES

Account Description	1996 Budget	1996 Actual	1996 Difference	1997 Budget	1997 Actual	1997 Difference	1998 Budget	1998 Projection	1998 Difference	1999 Budget
Administration/Policy Analysis	\$45,000	\$5,870	\$39,130	\$10,000	\$2,730	\$7,271	\$10,000	\$1,326	\$8,674	\$50,000
Public Information	50,000	11,949	38,051	20,000	8,850	11,150	0	0	0	0
Printing/Postage/Miscellaneous	5,000	348	4,652	2,000	25	1,975	0	0	0	0
Engineering Costs	0	0	0	0	0	0	20,000	15,000	5,000	10,000
Legislative Representation	0	25,635	(25,635)	10,000	0	10,000	0	0	0	0
Regional Transit Advocacy	0	0	0	0	0	0	90,000	90,000	0	75,000
Welfare to Work	0	0	0	0	0	0	0	0	0	5,000
Contingencies	0	0	0	24,874	0	24,874	0	0	0	0
TOTAL EXPENDITURES	\$100,000	\$43,802	\$56,198	\$66,874	\$11,605	\$55,269	\$120,000	\$106,326	\$13,674	\$140,000

REVENUES LESS EXPENDITURES	\$4,000	\$65,649	(\$61,649)	\$0	\$58,326	(\$58,326)	\$8,326	\$25,000	(\$16,674)	\$0
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

January 20, 1999

Date

Board Action Requested

Approve state legislative proposal for funding engineering activities for Riverview and Red Rock Corridors in the amount of \$30 million.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

January 26, 1999

Board Date

Kristine A. Longhenry
Signature

1-20-99

Date

1999 LEGISLATIVE PROPOSAL

DEPARTMENT:> Regional Railroad Authority

PROGRAM:> Transitway Funding

EXISTING MINNESOTA STATUTE NUMBER:>

NEW STATUTE:>

PROPOSAL AND RECOMMENDATIONS:

> This proposal would fund engineering activities for the Riverview Transit Corridor (Lower East Side, downtown St. Paul, Minneapolis/St. Paul International Airport and Mall of America) and the Red Rock Transit Corridor (Minneapolis, St. Paul, Hastings) between now and construction.

PROS:

- > The projects would provide significant transit improvements in strong transit corridors in the metro east region.
- > The projects would enhance economic development in the east metro area.
- > The projects would provide jobs.
- > The projects would enhance the competitiveness of the east metro area in the regional economy.
- > The projects would enable east metro to take advantage of federal funding opportunities.

CONS:

- > There is a capital and operating cost associated with the projects.

ESTIMATED FINANCIAL IMPACT ON COUNTY AND/OR STATE:

- > See chart attached

CONSEQUENCES IF PROPOSAL NOT ENACTED:

- > Diminished transit capabilities, access and transportation alternatives for east metro residents and employers.
- > Diminished economic development opportunities for east metro residents and employers.

PROPOSAL SUPPORTED BY:

- > Metro Light Rail Transit Joint Powers Board

PROPOSAL OPPOSED BY:>

HAS THIS PROPOSAL, OR A SIMILAR PROPOSAL, BEEN CONSIDERED PREVIOUSLY? IF YES, WHAT WAS THE OUTCOME?

➤ No.

DEPARTMENT CONTACT AND PHONE NUMBER:

> Kathy DeSpiegelaere, 651-266-2762

Transitway Corridor Needs

Riverview Corridor \$ in Millions

Calendar Year	1999	2000	2001	2002	2003	2004	2005
	Major Investment Study \$1.15 federal \$.29 local/state	Preliminary Engineering/EIS \$5 No federal \$ assumed	Continue PE/EIS	Final Design \$18 50% federal 50% non-federal	Continue Final Design	Begin Construction \$278 50% federal 50% non-federal	Continue Construction
	Transit Capital Improvements \$1.5 federal \$.38 non-federal	Transit Improvements \$3 non-federal	Transit Improvements \$3 non-federal				

3

Transitway Corridor Needs

Red Rock Corridor Minneapolis – St. Paul – Hastings \$ in Millions

Calendar Year	1999	2000	2001	2002	2003	2004	2005
	Feasibility and Capacity Analysis \$.5 no federal \$ assumed	Major Investment Study \$1 no federal \$ assumed	EIS/EA/PE \$4 no federal \$ assumed	Continue EIS/EA/PE	Final Design \$8 50% federal 50% non- federal	Continue Final Design	Begin Construction \$200 50% federal 50% non- federal

Transitway Corridor Needs – Riverview and Red Rock

\$ in Millions

Calendar Year	1999	2000	2001	2002	2003	2004	2005
Totals	\$2.65 federal \$1.17 non-federal	\$9 non-federal	\$7 non-federal	\$9 federal \$9 non-federal	\$4 federal \$4 non-federal	\$139 federal \$139 non-federal	\$100 federal \$100 non-federal

- Notes:
1. Estimates are in 1998 \$
 2. Although federal funds are not assumed before final design activities, they should be sought in annual federal appropriations.
 3. Riverview Corridor has \$3 million in state funds to match federal funds.
 4. Riverview Corridor has \$2.65 million in federal funds.
 5. Red Rock Corridor has \$.5 million in state funds.

Conclusion: In non-inflated 1998 \$, \$29 million in state \$ will take projects through planning and design phases, if some federal funds are provided. This will not provide funds for construction, except for a modest amount of immediate transit improvements for the Riverview Corridor.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

January 20, 1999

Date

Board Action Requested

Approve Joint Powers agreement for Red Rock Corridor and authorize the Chair to execute the agreement.

ACTION IS REQUESTED

Request Justification

See attached resolution and agreement.

Budgeting and Accounting

County Attorney

Risk Management

[Handwritten signature]
[Handwritten signature]

pending approval by the Risk Management Department

Documentation certified complete for:

January 26, 1999

Board Date

Kristine A. Longhenry
Signature

1-20-99

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Minnesota Department of Transportation Commuter Rail Study recommends that the Red Rock Corridor from Hastings through St. Paul be considered as a Phase I corridor for commuter rail; and

WHEREAS, Ramsey County Regional Railroad Authority recognizes that the Red Rock Corridor has significant transportation, safety and land use issues; and

WHEREAS, There are opportunities for a variety of multi-modal transportation improvements in the corridor, including highway improvements, commuter and freight rail, multi-use paths and intelligent transportation systems; and

WHEREAS, The communities along the corridor wish to plan collaboratively for multi-modal transportation improvements to the corridor and for the related land use and development impacts; Now Therefore, Be It

RESOLVED, That the Red Rock Corridor joint powers agreement is approved subject to approval by Washington and Dakota County Regional Railroad Authorities; And Be It Further

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

JOINT POWERS AGREEMENT
ESTABLISHING THE
RED ROCK CORRIDOR COMMISSION

THIS AGREEMENT, is entered into by and between the undersigned Regional Railroad Authorities, Cities and Township, all being governmental units of the State of Minnesota, pursuant to the authority contained in the Minn. Statutes §§471.59 and 398A.04, subd. 9.

R E C I T A L S

WHEREAS, the Red Rock Corridor is defined as the Trunk Highway 61 transportation corridor from Hastings through St. Paul; and

WHEREAS, the Red Rock Corridor has significant transportation, safety and land use issues; and

WHEREAS, there are opportunities for a variety of multi-modal transportation improvements in the corridor, including highway improvements, commuter and freight rail, multi use paths and Intelligent Transportation Systems (ITS); and

WHEREAS, such communities wish to collaboratively plan for multi-modal transportation improvements to the corridor and for the related land use and development impacts.

NOW, THEREFORE, in consideration of the mutual promises and benefits that each party shall derive herefrom, the parties agree as follows:

ARTICLE I. PURPOSE

The purpose of the parties in entering into this Agreement is to analyze the feasibility and environmental impacts of integrated transportation improvements along the Red Rock Corridor, including highway improvements, commuter and freight rail, recreational trails, ITS, safety and related land use issues. The method of accomplishing the purpose of this Agreement is the establishment of a joint powers board to provide a mechanism whereby the parties can jointly address the need for enhanced transportation along the corridor, congestion relief, decreased traveling time, and systematic land use and development planning.

ARTICLE II. DEFINITIONS

Unless the context otherwise requires, the terms defined in this section shall for all purposes of this agreement have the meanings herein stated:

Agreement means this Joint Powers Agreement as it now exists and as it may hereafter be amended.

Commission (Red Rock Corridor Commission) shall mean the joint powers board herein established.

Contributing Regional Rail Authority shall mean Dakota County Regional Railroad Authority, Ramsey County Regional Railroad Authority and Washington County Regional Railroad Authority.

Red Rock Corridor shall be defined as the Trunk Highway 61 transportation corridor from Hastings through St. Paul.

ARTICLE III. COMMISSION MEMBERS

The government units that are eligible for participation in this Commission upon adoption of this Agreement by their respective governmental units on or before December 31, 1999 include:

Dakota County Regional Railroad Authority
Ramsey County Regional Railroad Authority
Washington County Regional Railroad Authority
City of Cottage Grove
City of Hastings
City of Newport
City of St. Paul
City of St. Paul Park
Denmark Township
Hennepin County Regional Railroad Authority
City of Minneapolis

Additional governmental units not listed above may be eligible to participate if approved by the Commission. The terms and conditions of this Agreement shall be effective as to an eligible participant when the Agreement has been executed by the duly authorized representative of that party. The Commission shall commence exercising the powers and authorities in this Agreement on the day this Agreement has been duly executed by the Dakota County Regional Railroad Authority, Ramsey County Regional Railroad Authority and Washington County Regional Railroad Authority (whichever acts last) and shall continue until terminated as provided herein.

ARTICLE III. COMMISSION ORGANIZATION

Section 1: Establishment and Composition.

The parties hereby establish a joint powers board to be known as the Red Rock Corridor Commission ("Commission") to jointly exercise such powers and authorities as are necessary to achieve its purposes and fulfill its duties as provided for in Article V, subject to the terms and conditions of this Agreement. The Commission shall be an entity separate from its member bodies and shall not be deemed an agent or partner of the member bodies, and the member bodies shall not be liable for the activities of

the Commission. This Agreement defines and establishes the structure and procedures of the Commission, the responsibilities and powers of the Commission, and the relationship between the Commission and the member governmental units.

Section 2: Membership

Each Commission member shall appoint one (1) of its members and one (1) alternate. Each member and alternate shall serve for a term of one (1) year from the date of his or her appointment. The first term of all members will terminate on January 15, 2000 and annually thereafter. By January 15 of each year, the governmental unit will appoint its member and alternate. Each member and alternate must be a member of the governmental unit making the appointment and must remain so during the term of her or his appointment. If a Commission member ceases to be a member of the governmental unit he or she represents, his or her membership in the Commission shall immediately terminate and the member governmental unit shall appoint a new member.

Each member of the Commission shall have one (1) vote. An alternate may vote in the member's absence. A quorum must be present for voting. For any action to be approved, there must be an affirmative vote of a majority.

Removal, with or without cause, of any member or alternate during the term for which the member has been appointed may be done at any time but shall be done only by resolution of the appointing governing body. Resolutions of any governing body under this section shall be filed at the Washington County Regional Railroad Authority.

Section 3: Chair and Vice Chair.

The Commission shall elect a Chair and Vice Chair from its membership at its first regular meeting each year. The Chair and Vice Chair shall be elected by the Commission from its membership for a one year term. The Chair shall preside at all meetings of the Commission, may establish such subcommittees as may be needed from time to time and shall perform other duties and functions as may be determined by the Commission. The Vice Chair shall preside over and act for the Commission

during the absence of the Chair. The Vice Chair shall also perform the duties and functions of the Treasurer as provided for in the by-laws. If both the Chair and Vice Chair are absent, the Commission may elect a temporary chair to conduct its business, provided a quorum is present.

Section 4: Staff.

Each member governmental unit may provide staff support to the Commission, subject to the approval of the Commission.

Section 5: Vacancies.

If an appointment of any member or alternate is vacated before the end of the term, the vacancy shall be filled by appointment by the appropriate appointing governing body. Vacancies shall be filled within thirty (30) days of their occurrence.

A vacancy shall be deemed to have occurred when any of the conditions specified in Minn. Stat. § 351.02 exist.

Section 6: Meetings.

An initial organizational meeting of the Commission shall be held within 30 days of the commencement of this Agreement. Thereafter, the Commission shall meet at regular meetings at such times and places as the Commission shall establish in its bylaws. Special meetings may be held on reasonable notice by the Chair or any two representatives upon terms and conditions as the Commission may determine.

ARTICLE IV. DUTIES OF THE COMMISSION

The duties of the Commission shall include the following:

- A. The Commission shall seek, receive and manage grant funding in accordance with all applicable rules, regulations and other requirements of the granting agency or organization.

- B. The Commission shall seek, receive, and manage state or other funding as appropriate and as feasible.
- C. The Commission shall assess the need for and analyze the feasibility of multi-modal transportation improvements in the Corridor, including highway improvements, commuter and freight rail, ITS, and safety.
- D. The Commission shall establish such advisory committees and task forces as needed for the purpose of receiving public input and shall identify appropriate interested parties, and develop guidelines for public participation.
- E. The Commission shall conduct environmental evaluations, as required by law.
- F. The Commission shall coordinate its activities as necessary with Burlington Northern Santa Fe Railroad, Canadian Pacific Railroad, the Minnesota Department of Transportation, affected airports, the Metropolitan Council, and other necessary entities.
- G. The Commission shall prepare reports addressing implementation issues, including but not limited to ownership, operation, construction, start-up and financing. The Commission shall also prepare a report addressing the on-going implementation responsibilities of the Commission, if any, and shall make recommendations regarding the composition, powers and duties of the Commission for implementation.

ARTICLE V. POWERS OF THE COMMISSION

Section 1: General Powers.

The Commission is hereby authorized to exercise such powers as are necessary and proper to fulfill its purpose and perform its duties. Such powers shall include those specific powers enumerated in Section 2 of this Article. The Commission shall not have the power to issue bonds.

Section 2: Specific Powers.

- A. The Commission shall adopt an annual work plan and budget, together with a statement of the sources of funding and allocate for payment the proportion of such amounts required of each governmental unit, in accordance with the provisions set forth in Article VII.
- B. The Commission may enter into any contract necessary or proper for the exercise of its powers or the fulfillment of its duties and enforce such contracts to the extent available in equity or at law. The Commission may approve any contract relating to this Agreement up to the amount approved in the annual budget, and may authorize the Chair of the Commission to execute those contracts. No payment on any invoice for services performed by a consultant or any other person or organization providing services in connection with this Agreement shall be authorized unless approved by Commission.
- C. The Commission may disburse funds in a manner which is consistent with the method provided by law for the disbursement of funds by counties, as well as any federal or State requirements.
- D. The Commission shall have the power to adopt such by-laws that it may deem necessary or desirable for the conduct of this business of the Commission. Such by-laws shall be consistent with this Agreement and any applicable laws or regulations. For purpose of adopting the by-laws, a majority affirmative vote by all Contributing Regional Railroad Authorities is required.
- E. The Commission may apply for and accept gifts, grants or loans of money, other property or assistance from the United States Government, the State of Minnesota, or any person, association or agency for any of its purposes; enter into any agreement in connection therewith; and hold, use and dispose of such money, other property to the parties and assistance in accordance with the terms of this gift, grant or loan relating thereto.
- F. The Commission may hold such property as may be required to accomplish the purposes of this Agreement and upon termination of this Agreement, make distribution of such property as is provided for in this Agreement.

- G. The Commission may purchase insurance as is deemed advisable and may take action to enforce its rights in equity or in law.

Section 3: Exercise of Powers.

All powers granted herein shall be exercised by the Commission in accordance with the legal requirements applicable to counties. In accordance with Minn. Stat. § 471.59, subd. 3, the purchasing and contracting requirements of the county selected pursuant to Article VII, Section 4 shall apply to the Commission.

Section 4: Indemnification

The Commission shall acquire such insurance protection as is necessary, and shall defend, indemnify, and hold harmless all parties to this agreement and their officers, agents and employees from all claims, losses, damages, costs, injury and liability of any kind, nature, and description indirectly or directly arising from the performance of any of the activities of the Commission or activities undertaken pursuant to this agreement. Neither the procuring of insurance or any other provision of this paragraph shall be construed as or operate as a waiver of any member's statutory or common law immunities or limitations on liability.

The Commission shall defend, indemnify, and hold harmless all parties to this agreement and their officers, agents and employees from all claims, losses, damages, costs, injury and liability of any kind, nature, and description indirectly or directly arising from the performance of any of the activities of the Commission or activities undertaken pursuant to this agreement. Neither the procuring of insurance or any other provision of this paragraph shall be construed as or operate as a waiver of any member's statutory or common law immunities or limitations on liability.

The Commission may assess all members for contributions required to perform the obligations of this Article V, Section 4.

ARTICLE VII. FUNDING

Section 1: Initial Funding.

It is understood by the parties that the activities and duties of the Commission are to be funded primarily by grant monies from the United States Government, the State of Minnesota or any other association or agency. Nevertheless, the Contributing Regional Railroad Authorities agree to contribute funding, if necessary, for the start-up and administrative expenses of the Commission (to the extent not covered by grant funds). The Contributing Regional Railroad Authorities will establish an initial budget and allocate as follows any necessary initial contributions:

Dakota Regional Railroad Authority	20%
Ramsey Regional Railroad Authority	40%
Washington Regional Railroad Authority	40%

Each Contributing Regional Railroad Authority shall pay its appropriate initial contribution to the regional railroad authority acting as fiscal agent of the Commission within 30 days of the Commission approving a budget.

Section 2: Budget.

- A. For the first year of the Commission, a budget shall be adopted by March 1. Thereafter by July 1 of each year, the Commission shall adopt an annual administrative budget for the following calendar year, and shall determine the amount of contribution, if any, by each member. Any excess funds in the administrative budget remaining at the end of the fiscal year shall be carried forward in such manner as to reduce proportionately each member's contribution for the following fiscal year.
- B. If the Commission incurs any expenses as a result of a claim for damages, the expenses and any damages paid shall be assessed against each member regardless of whether or not that member is a Contributing Regional Railroad Authority.
- C. The Commission shall establish its first budget within 30 days of the commencement of the Commission.

Section 3: Time of Payment.

Except for the initial contribution, all assessments made under the provisions of this Article shall be paid by each member by January 1 of each year unless the member has withdrawn pursuant to Article VIII.

Section 4: Budgeting, Accounting, Fiscal Agent and Other Services.

The Commission may contract with any of its members to provide contract management, legal review and budgeting and accounting services necessary or convenient for the Commission and otherwise act as the Commission's fiscal agent.

Such services shall include, but not be limited to: management of all funds, including contributions and grant monies; payment for contracted services; and relevant bookkeeping and recordkeeping. The contracting and purchasing requirements of the member so selected shall apply to transactions of the Commission. Such member shall identify the staff person to work as liaison with the Commission.

Section 5: Accountability for Funds.

All funds shall be accounted for according to generally acceptable accounting principles. A report on all receipts and disbursements shall be forwarded to the Commission on an annual basis. The members have the authority to request reports pertaining to any and all budgeting and accounting services. All interest earned from established Commission funds shall be credited back to that same fund.

ARTICLE VIII. WITHDRAWAL AND TERMINATION

Section 1: Withdrawal.

Any party may withdraw from this Agreement upon the following conditions:

a) giving 90 days written notice to the Commission, and b) showing that all undisputed amounts due and owing pursuant to Article VII, Section 1 and 2, have been paid. Notice shall be a certified copy of a resolution of its governing body indicating its intent to withdraw from this Agreement. Upon receipt of the resolution, the Chair of the Commission shall forward a copy of the resolution to each of the members. In the event of withdrawal by any member body, this Agreement shall remain in full force and effect as to all remaining member bodies.

Section 2: Effect of Withdrawal.

Withdrawal by any member shall not terminate this Agreement except as provided in Section 3, herein. Withdrawal shall not act to discharge any liability incurred or chargeable to any member before the effective date of withdrawal. Such liability shall continue until appropriately discharged by law or agreement. No member shall be entitled to a refund of assessments paid, or forgiveness of such assessments owed, to the Commission.

Section 3: Termination.

This Agreement shall terminate upon the occurrence of any one of the following events:

- A. When members withdraw pursuant to Section 1 so that, in the judgment of the Commission, it becomes impractical or uneconomical to continue.
- B. When necessitated by operation of law or as a result of a decision by a court of competent jurisdiction.
- C. When a majority of the Commission agree to terminate this Agreement.

Section 4: Effect of Termination.

Termination shall not discharge any liability incurred by the Commission or by the members during the term of this Agreement. Property or surplus money acquired by the Commission shall be distributed to the members in proportion to contributions of the members. The Commission shall approve a final report of its activities and affairs and, on the expiration of thirty (30) days therefrom, shall cease to exist.

ARTICLE IX. MISCELLANEOUS

Section 1: Amendments.

This Agreement may be amended by unanimous agreement of the parties as evidenced by resolutions adopted by the respective governing bodies.

Section 2: Records, Accounts and Reports.

The Commission shall establish and maintain such funds and accounts as may be required by good accounting practices. The books and records of the Commission shall be subject to the provisions of Minn. Stat. Chapter 13, the Minnesota Government Data Practices Act, and Minn. Stat. § 16B.04. The Commission, within one hundred and twenty (120) days after the close of each fiscal year, which shall be January 1 to December 31, shall give a complete written report of all financial activities for such fiscal year to the parties.

Section 3: Counterparts.

This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

Section 4: Severability.

The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of the Agreement is for any reason held to be

contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this Agreement.

Section 5: Alternative Dispute Resolution.

In the event of a dispute arising under this Agreement, the parties and the Commission agree to attempt to resolve their dispute by following the process described below:

- A. A party shall provide written notice to the Commission describing perceived conflict, positions and underlying reasons.
- B. The Commission or member shall provide written response to notice with 7 days of receipt of notice.
- C. The parties shall meet within 14 days of receipt of response with a neutral facilitator. The neutral facilitator will be a representative from the Minnesota Office of Dispute Resolution. Costs of such facilitator shall be shared equally by all parties to the dispute.
- D. At the first meeting, the neutral facilitator will assist the parties in identifying the appropriate parties and participants in the dispute resolution process, their concerns, a meeting agenda and design for any subsequent meetings. The parties shall agree on a process for resolving the problem that would involve additional negotiations, mediation or arbitration.
- E. In developing the process, the parties will be guided by the following principles:
 - 1) The parties will attempt in good faith to reach a negotiated settlement.
 - 2) The parties agree that there must be fair representation of the parties directly involved in the dispute.
 - 3) The parties will use legal proceedings as a last resort.
 - 4) In the event the parties are unable to resolve the dispute, each party retains all rights, remedies or defenses it had prior to entering the process.

- F. The parties will report to the Commission within 60 days of their first meeting on the resolution of the dispute or a recommendation to commence legal proceedings.

IN WITNESS WHEREOF, the parties to this Agreement have hereunto set their hands on the date written below:

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Tony Bennett, Chair

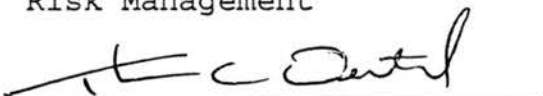
Dated: _____

By: _____
Kathryn DeSpiegelaere
Director



David F. MacMillan
Assistant County Attorney

Risk Management



Budgeting and Accounting

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 20, 1999
Date

Board Action Requested

Update on Riverview Corridor Major Investment Study.

DISCUSSION ONLY

Request Justification

Discussion will occur at the meeting on this subject.

Budgeting and Accounting

County Attorney

Risk Management

[Signature]
[Signature]

Documentation certified complete for:

January 26, 1999
Board Date

Kristine A. Longhenry
Signature

1-20-99
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

8

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

January 20, 1999

Date

Board Action Requested

Burlington Northern Rail abandonment in
Hennepin and Ramsey Counties (Roseville).

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

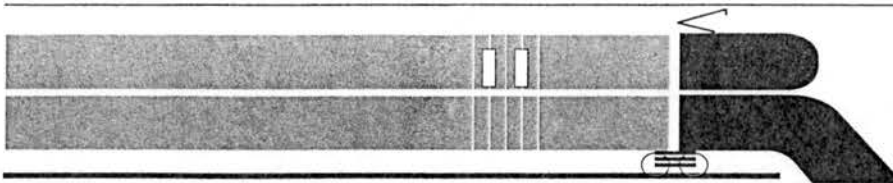
January 26, 1999

Board Date

Kristine A. Longhenry
Signature

1-20-99

Date



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere

DATE: January 7, 1999

SUBJECT: Information update on the abandonment of a 2.43 mile section of BNSF track from Broadway Street in Minneapolis to Rollins Oil Co. in Roseville.

The Burlington Northern Santa Fe Railroad Company filed a notice of exemption to abandon a 2.43-mile section of its railroad track running from Broadway Street in Minneapolis to Rollins Oil Co. in Roseville.

The exemption was scheduled to take effect December 30, 1998. The Office of Freight, Railroads and Waterways of the Minnesota Transportation Department requested, and received, a 180-day public use condition period, extending the abandonment deadline until June 28, 1999.

The purpose of the 180-day public use period is to select a lead public agency and develop an acquisition plan.

This section of track is part of a corridor called the East-West Crosstown corridor, which is described in the Final Comprehensive LRT Plan for Ramsey County, adopted by the RCRRA in Resolution R89-69, dated December 19, 1989.

The RCRRA, in Resolution R96-09, dated October 15, 1996, authorized staff to negotiate with BNSF for all or part of the east-west corridor within Ramsey County. It also authorized staff to engage one or more real estate appraisers, issue request for proposals for a boundary survey, Phase I Environmental Assessment, and title search company to identify ownership interests on the corridor from M & D Junction to Broadway. This resolution authorizes staff to initiate discussions with Hennepin County staff about joint funding of the appraisal, survey, environmental assessment and title work, based on the acreage of the respective units of government.

The City of Roseville has expressed an interest in preserving the right of way for transit uses.

Recommendation:

Discussions are occurring with affected units of government about how to proceed. Staff will keep the Rail Authority apprised of events.

EAST MINNEAPOLIS, MINNESOTA TRACKAGE

DOCKET AB-6
SUB NO. 381X
EXHIBIT A

MILEPOST 2.43

MINNEAPOLIS

MILEPOST 0.00



RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: October 15, 1996 No: R96-09

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to negotiate with the Burlington Northern Santa Fe Railroad for the acquisition of all or part of the BNSF east-west right of way from M&D Junction to the west County line; and Be It Further

RESOLVED, That the Director of Light Rail Transit Planning and Ramsey County Attorney are authorized to engage one or more private real estate appraisers to determine the value of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a qualified land surveyor to perform a boundary survey and to prepare an accurate certificate of survey and legal description of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a consultant to conduct a Phase I environmental assessment of all or part of the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the issuance of a request for proposals for selection of a private title or abstract company to identify all ownership interests in all or part of the following properties, and to provide title insurance for the property upon acquisition: the BNSF right of way from Beam Avenue to the north County line; and the BNSF east-west right of way from M&D Junction to Broadway Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes staff of the Railroad Authority to initiate discussions with Hennepin County staff about joint funding of appraisals, surveys, environmental assessment and title work, based on the acreage of the respective units of government.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
John T. Finley	<u>x</u>	—	—
Susan M. Haigh	<u>x</u>	—	—
Hal Norgard	<u>x</u>	—	—
Rafael E. Ortega	<u>x</u>	—	—
Rich O'Connor	—	—	absent
Brenda Thomas	<u>x</u>	—	—
Richard Wedell	<u>x</u>	—	—

John T. Finley, Chairman

By: Hal Norgard
Hal Norgard, Secretary

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RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: October 15, 1996 No: R96-09

WHEREAS, The Ramsey County Regional Railroad Authority's Northeast Corridor alignment study recommends two alignments for light rail transit, both of which make use of Burlington Northern Railroad Company (BN) right of way north of County Road F in White Bear Lake; and

WHEREAS, The portion of the BN right of way extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority on December 27, 1992; and

WHEREAS, The BN right of way from Beam Avenue to Hugo in Washington County has not yet been abandoned;

WHEREAS, On September 26, 1995, Ramsey County Regional Railroad Authority authorized its staff to (1) scope to options for purchase of the right of way north of Beam Avenue and (2) negotiate with Burlington Northern for purchase of the right of way before abandonment occurs; and

WHEREAS, On November 28, 1995, Ramsey County Regional Railroad Authority resolved to take the lead role in negotiations with BN for acquisition of the right of way; and

WHEREAS, The Burlington Northern Railroad Company and the Santa Fe Railroad Company have merged to become the Burlington Northern Santa Fe (BNSF); and

WHEREAS, BNSF has indicated its interest in selling the right of way north of Beam Avenue; and

WHEREAS, BNSF has also indicated that its east-west line from M&D Junction to Broadway Street in Minneapolis may also be available for acquisition; and

WHEREAS, The BNSF east-west line falls within the area designated for the East-West Crosstown LRT corridor as described in the Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, A portion of the BNSF east-west line is located in Hennepin County; and

WHEREAS, In order for staff to further negotiate the acquisitions of right of way from BNSF, appraisal, surveying, environmental assessment, and title search activities will need to be performed; Now, Therefore, Be It

John T. Finley, Chairman

By: Hal Norgard
Hal Norgard, Secretary

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Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 19, 1989

R89-69

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has adopted a Draft Comprehensive LRT Plan for Ramsey County; and

WHEREAS, A Public Review Period on the Plan extended from July 30 to October 12 and comments received on the Plan have been carefully considered by Ramsey County Regional Railroad Authority; and

WHEREAS, A Final Comprehensive LRT Plan has been prepared based on the comments received; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby adopts the Final Comprehensive LRT Plan for Ramsey County, including the recommendation that six corridors be included in the 20-year Phase I system: Midway, Northwest, Northeast, East, South, and South-Southwest, and three corridors in the post-20 year system: Southeast, Southwest, and East-West Crosstown.

John T. Finley, Chairman


By _____
Warren W. Schaber, Secretary 5