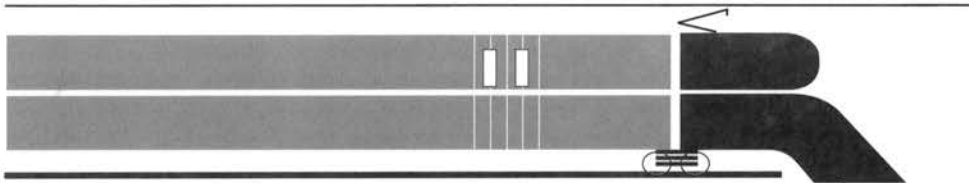




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

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

Agenda

Regional Railroad Authority Meeting

February 2, 1999

Immediately following the Legislative Committee of the Whole
Third Floor Council Chambers Courthouse

1. * Approve minutes of the January 26, 1999 meeting
2. Update on Phalen Corridor EIS
3. Legislative Update

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY ANNUAL ORGANIZATIONAL MEETING

January 26, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, January 26, 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, Kathy DeSpiegelaere, David MacMillan, Tom Oertel, Karen Tero, Mary Ann Palmer, Dave Warner, Mike Klassen, Nancy Frick, Terry Lindeke, Jane McClure, Dennis Bodin, Paul Kirkwold, Vern Wehlage, Kris Longhenry

Chairman Bennett called the meeting to order at 11:37 a.m.

1. Approve the minutes of the December 15, 1998 meeting

A motion by Commissioner Ortega, seconded by Commissioner Reinhardt to accept the minutes from the December 15, 1998 RCRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

2. Approve the minutes of the January 5, 1999 meeting

A motion by Commissioner Ortega, seconded by Commissioner Reinhardt to accept the minutes from the January 5, 1998 RCRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

3. Update on Phalen Corridor EIS

This item was not discussed due to time constraints.

4. Metropolitan LRT Joint Powers Board Annual Report

This item was not discussed due to time constraints.

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

Commissioner Haigh commented that she is concerned about this item and item #6 because she wanted information on how the Red Rock Corridor work related to the work of the St. Paul Transit Vision Advisory Task Force. She noted that there is a limited amount of money for transit corridors but is concerned about the momentum of commuter rail and if it was built on the Central Corridor. She stated that commuter rail on the Central Corridor would not serve the residents and economic development along the corridor. She requested input from the Transit

Vision Task Force about the priorities of St. Paul for transit. She was concerned that any support for the Red Rock Corridor may not serve the Central Corridor.

Commissioner Bennett stated that the Mn/DOT Commuter Rail Study has identified three commuter rail routes: St. Cloud to Minneapolis; Minneapolis to St. Paul; and St. Paul to Hastings as priorities. There hasn't been a specific proposal on stations and this will be studied by the Red Rock Corridor Task Force.

Commissioner Reinhardt agreed that there needs to be input from the Transit Vision Task Force, but that items #5 and #6 probably don't have an effect on the outcome of the Task Force's recommendations. She noted that this item is requesting funding for the Riverview Corridor and the Red Rock Corridors.

Commissioner Guerin asked for clarification on where the Red Rock Corridor would connect to the Hiawatha Corridor. He commented that the Board supported connecting the Riverview Corridor with the Hiawatha Corridor. Commissioner Bennett responded that the Central Corridor could be inevitable at some point in time.

Commissioner Haigh stated that there needs to be a longer discussion on this item because these are important decisions. She commented that she believes that there won't be enough money for both LRT and commuter rail to run from the two downtowns. She was concerned that commuter rail through the Central Corridor is going to be agreed on and the Central Corridor will be without economic development if that occurs. She is looking for language that will state that Ramsey County doesn't necessarily support commuter rail.

Commissioner Reinhardt said that with any transit system, modes will come together somewhere. There is no commitment made and if the RCRRA doesn't act on this item, we give up the opportunity to go to the Legislature for funding.

Commissioner Bennett stated that the bulk of funding will go to the Riverview Corridor and there is no construction money given. He also mentioned that if the Red Rock Corridor has it's way without input from Ramsey County, there may be a commuter rail line running through Ramsey County that Ramsey County doesn't support.

Commissioner Rettman commented that the Transit Vision Task Force is looking at many different ideas. If the Legislature is going to give out money, we need to make sure that we have an adequate integrated system and need to get our foot in the door.

Kathy DeSpiegelaere stated that the Legislative request is for funding for the Riverview Corridor for some transit improvements now and possibly long term improvements in that corridor and funding for the Red Rock Corridor.

Commissioner Haigh said her main concern is that commuter rail will be built along the Central Corridor by default since the Red Rock Corridor and the Northstar Corridor are looking at building commuter rail. She noted that Ramsey County's interests are different than other counties, but we still have to be a good partner. She would like the message out that the RCRRA doesn't necessarily support commuter rail going through downtown St. Paul.

Commissioner Ortega noted that commuter rail and LRT will both end in Minneapolis and Ramsey County will be left out. He stated that he cannot oppose commuter rail without more information.

Commissioner Bennett commented that the Red Rock Corridor wants to get to St. Paul and if we aren't at the table, we can't help with the decision about where and how that occurs.

Commissioner Wiessner stated that Ramsey County needs a plan, but doesn't believe that this item will stop the RCRRA from planning. We need to be involved with the Joint Powers Board and have a report back from the Transit Vision Task Force.

Commissioner Guerin said that if commuter rail is built along the Red Rock Corridor, there is no doubt that it will stop in St. Paul. It is an easier fit to join the two corridors by the same mode.

Commissioner Bennett added that the commuter rail route doesn't actually connect the two downtowns and the connection would be out of downtown.

Commissioner Ortega stated that by going to the Legislature, if money is given to other counties, we need to react.

Commissioner Bennett asked about a timeline for the Transit Vision Task Force.

Kathy DeSpiegelaere explained that there are eighteen members appointed from various jurisdictions that have met since fall and have discussed transit. At the last meeting, preliminary approval was given on several components including:

- Transit is essential.
- Transit needs a dedicated source of stable funding in addition to property tax revenues.
- The commitment to transit needs to be substantially increased.
- The regular route bus system must be the top funding priority.
- The optimum transit solution should be sought for each corridor.
- Transit, land use and urban design need to go hand in hand.
- There are unique opportunities for federal funding for this region.
- Rail investments must be initiated now.
- St. Paul, Ramsey County and the region need to affirm priorities for transit investments here. Approved with the option that a triangle (Riverview, Central and Hiawatha) is built.
- Technology needs to be selected appropriately for the transit corridor.
- Transit priorities need to be part of a master plan.
- Transit must be enhanced.
- A complimentary balance among transportation modes must be found.
- The benefits of transit and need for transit must be communicated.

Kathy mentioned that the group is expected to conclude their work soon and is operating on the basis of consensus not unanimity. Some of the members are going back to their respective organizations for direction. There is a meeting on January 28.

Commissioner Haigh stated that she would like additional language indicating that the RCRRA has not made a decision on the type of transit that connects St. Paul and Minneapolis. She also commented that she would like the Transit Vision Task Force to prepare a presentation for the RCRRA.

Commissioner Ortega noted that the RCRRA isn't responsible for the Transit Vision Task Force and they are not completed with their work. This doesn't negate the funding that we are asking for.

A motion was made by Commissioner Reinhardt and seconded by Commissioner Ortega to approve the state legislative proposal for funding engineering activities for Riverview and Red Rock Corridors in the amount of \$30 million with an amendment that states that the RCRRA has not made a decision on the type of transit that connects St. Paul and Minneapolis.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Transit is worthy of substantial and sustainable public funding support; and

WHEREAS, Ramsey County Regional Railroad Authority supports significant transit improvements in the Twin Cities metropolitan region; and

WHEREAS, The optimum transit solution should be sought for each corridor where transit is located; and

WHEREAS, Transit, land use and economic development need to complement each other; and

WHEREAS, There are exceptional opportunities for federal funding for this region; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a legislative request for the 1999 state session that includes:

1. \$20 million for the Riverview Transitway Corridor from the Lower East Side to the Minneapolis/St. Paul International Airport;
2. \$9 million for the Red Rock Corridor from Downtown Minneapolis to Downtown St. Paul to Hastings;
3. \$1 million for additional transitway work in the metropolitan region; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority has not yet made a determination of the type of transit in addition to buses that is appropriate for the transit corridor between St. Paul and Minneapolis.

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

Commissioner Guerin asked if HOV lanes were a possibility for connecting the Riverview Corridor with the Hiawatha Corridor. Commissioner Bennett answered yes, although nothing has been determined. There is not enough rail to extend commuter rail to the airport, so other options are being looked at.

Commissioner Rettman asked who makes the determination on who are members and alternates. Commissioner Bennett answered that the RCRRA makes the determination.

Commissioner Rettman asked where dollar amounts come from. Kathy DeSpiegelaere answered that \$500,000 of state funding from the last session will probably be used for this. Commissioner Rettman asked if money will be requested from other sources. Kathy DeSpiegelaere answered that no budget has been established.

Commissioner Guerin suggested rotating staff responsibilities. Commissioner Bennett stated that Washington County has agreed to most of the responsibilities.

A motion was made by Commissioner Ortega and seconded by Commissioner Guerin to approve the Joint Powers agreement for Red Rock Corridor and authorize the Chair to execute the agreement.

Ayes - 7, Nays - 0
Motion accepted.

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.

7. Update on the Riverview Corridor Major Investment Study

This item was not discussed due to time constraints.

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

This item was not discussed due to time constraints.

The meeting adjourned at 12:25 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

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

[Signature]

County Attorney

[Signature]

Risk Management

Documentation certified complete for:

February 2, 1999

Board Date

Kristine A. Longhenry
Signature

1-20-99

Date

DEPARTMENT OF PLANNING
& ECONOMIC DEVELOPMENT

Pamela Wheelock, Director



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/mb*
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

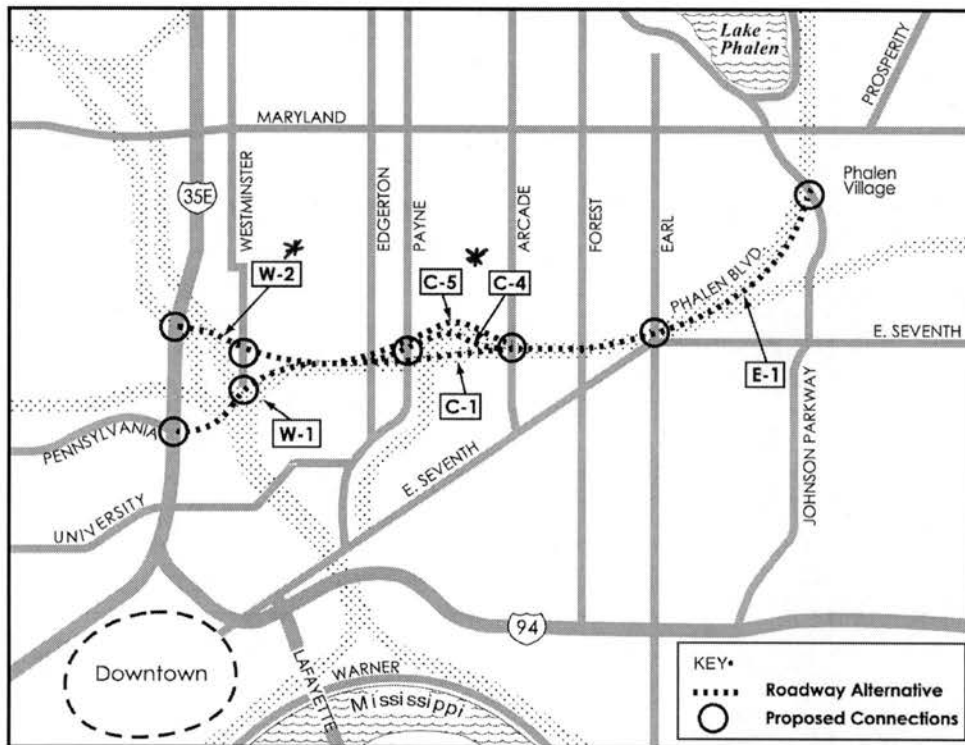
The County participation shown in this budget represents an estimate of \$3M value of RCRRA right-of-way, and \$1.5M CSA.

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 RCRRRA right-of-way, City staff would like to convey its intent to seek an agreement with the RCRRRA 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 RCRRRA 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:

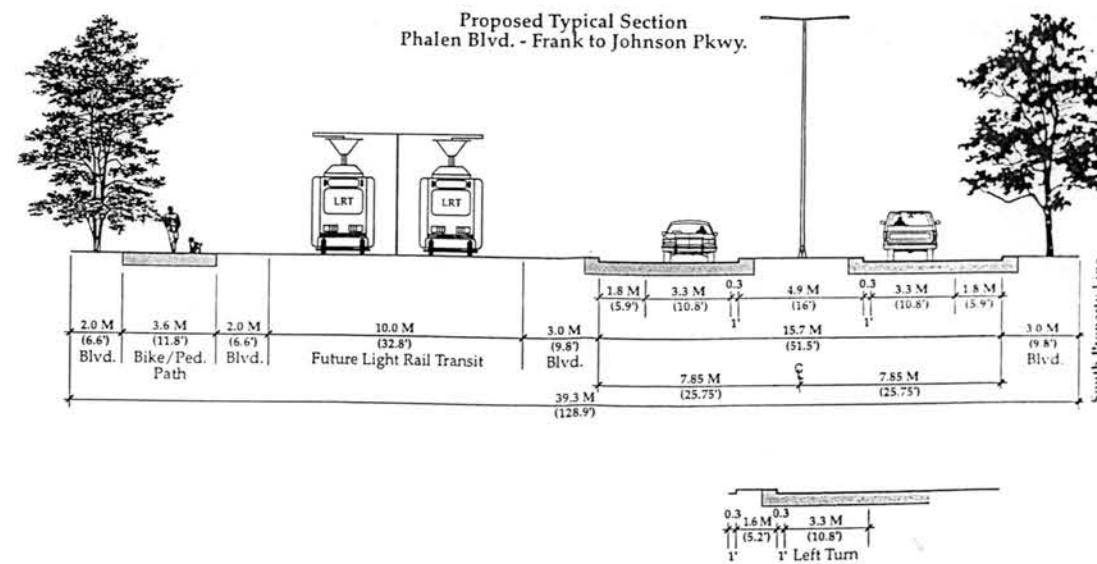
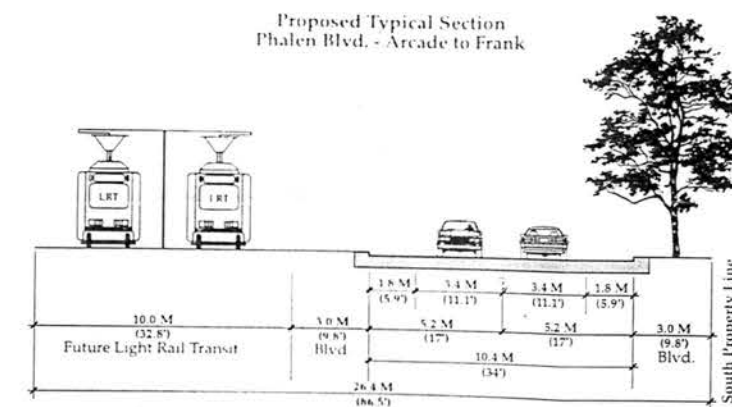
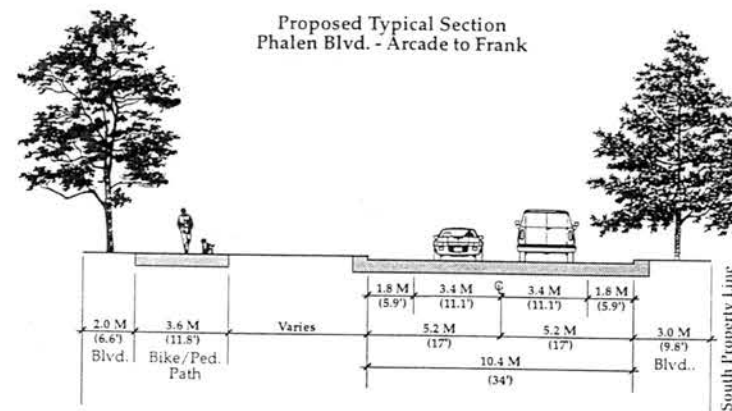
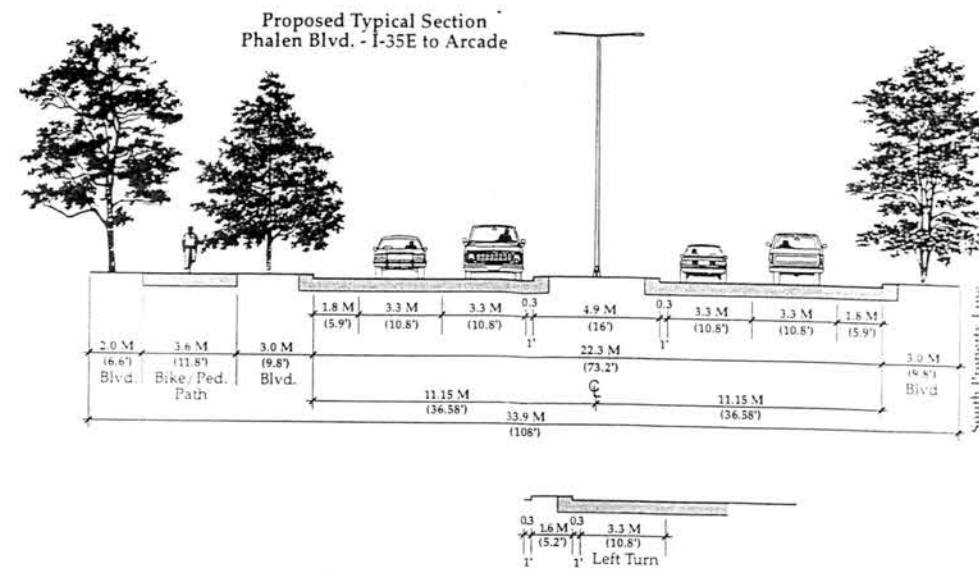
1. The proposed alternatives for Phalen Boulevard maintain the option of future LRT in the corridor.
2. The proposed design of the Arcade Street Bridge maintains the option of a future LRT station at Arcade. The County/Rail Authority concurs with the pier placement shown in Attachment 3.
3. In recognition 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)

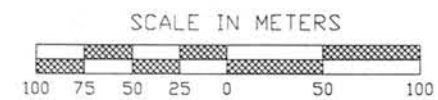
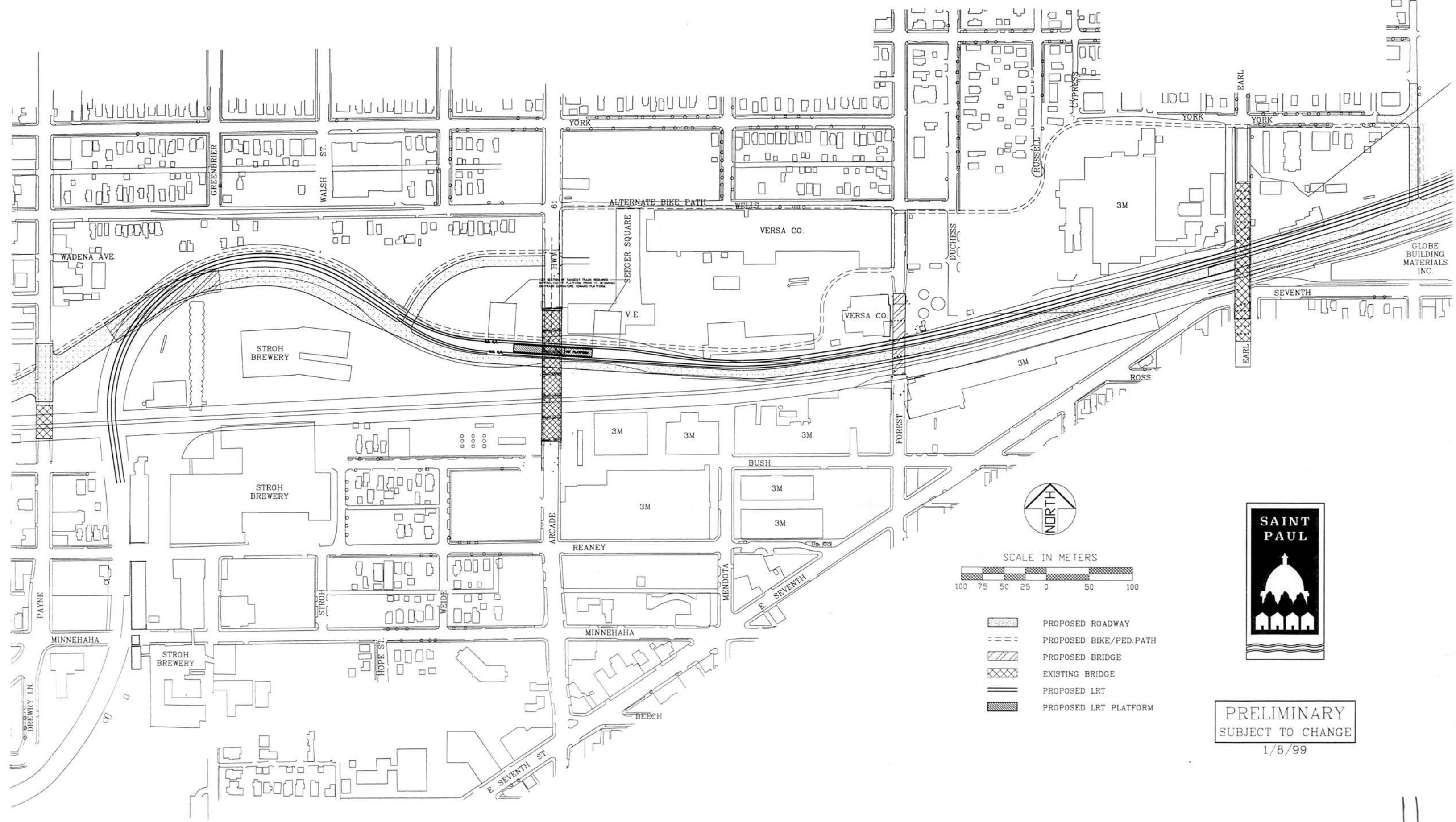


Phalen Boulevard Draft Environmental Impact Statement

Figure II-2
Phalen Boulevard
Typical Sections







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



PRELIMINARY
SUBJECT TO CHANGE
1/8/99

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

January 28, 1999

Date

Board Action Requested

Legislative update.

DISCUSSION ONLY

Request Justification

This item will be discussed at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

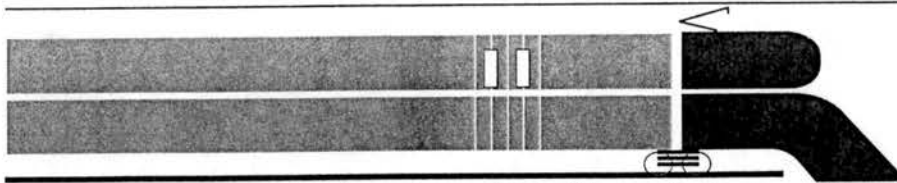
February 2, 1999

Board Date

Kristine A. Longhenry
Signature

1-28-99

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

Agenda

Regional Railroad Authority Meeting

February 2, 1999

**Immediately following the Legislative Committee of the Whole
Third Floor Council Chambers Courthouse**

1. * Approve minutes of the January 26, 1999 meeting
2. Update on Phalen Corridor EIS
3. Legislative Update

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY ANNUAL ORGANIZATIONAL MEETING

January 26, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, January 26, 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, Kathy DeSpiegelaere, David MacMillan, Tom Oertel, Karen Tero, Mary Ann Palmer, Dave Warner, Mike Klassen, Nancy Frick, Terry Lindeke, Jane McClure, Dennis Bodin, Paul Kirkwold, Vern Wehlage, Kris Longhenry

Chairman Bennett called the meeting to order at 11:37 a.m.

1. Approve the minutes of the December 15, 1998 meeting

A motion by Commissioner Ortega, seconded by Commissioner Reinhardt to accept the minutes from the December 15, 1998 RCRRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

2. Approve the minutes of the January 5, 1999 meeting

A motion by Commissioner Ortega, seconded by Commissioner Reinhardt to accept the minutes from the January 5, 1998 RCRRRA meeting.

Ayes - 7, Nays - 0
Motion accepted.

3. Update on Phalen Corridor EIS

This item was not discussed due to time constraints.

4. Metropolitan LRT Joint Powers Board Annual Report

This item was not discussed due to time constraints.

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

Commissioner Haigh commented that she is concerned about this item and item #6 because she wanted information on how the Red Rock Corridor work related to the work of the St. Paul Transit Vision Advisory Task Force. She noted that there is a limited amount of money for transit corridors but is concerned about the momentum of commuter rail and if it was built on the Central Corridor. She stated that commuter rail on the Central Corridor would not serve the residents and economic development along the corridor. She requested input from the Transit

Vision Task Force about the priorities of St. Paul for transit. She was concerned that any support for the Red Rock Corridor may not serve the Central Corridor.

Commissioner Bennett stated that the Mn/DOT Commuter Rail Study has identified three commuter rail routes: St. Cloud to Minneapolis; Minneapolis to St. Paul; and St. Paul to Hastings as priorities. There hasn't been a specific proposal on stations and this will be studied by the Red Rock Corridor Task Force.

Commissioner Reinhardt agreed that there needs to be input from the Transit Vision Task Force, but that items #5 and #6 probably don't have an effect on the outcome of the Task Force's recommendations. She noted that this item is requesting funding for the Riverview Corridor and the Red Rock Corridors.

Commissioner Guerin asked for clarification on where the Red Rock Corridor would connect to the Hiawatha Corridor. He commented that the Board supported connecting the Riverview Corridor with the Hiawatha Corridor. Commissioner Bennett responded that the Central Corridor could be inevitable at some point in time.

Commissioner Haigh stated that there needs to be a longer discussion on this item because these are important decisions. She commented that she believes that there won't be enough money for both LRT and commuter rail to run from the two downtowns. She was concerned that commuter rail through the Central Corridor is going to be agreed on and the Central Corridor will be without economic development if that occurs. She is looking for language that will state that Ramsey County doesn't necessarily support commuter rail.

Commissioner Reinhardt said that with any transit system, modes will come together somewhere. There is no commitment made and if the RCRRA doesn't act on this item, we give up the opportunity to go to the Legislature for funding.

Commissioner Bennett stated that the bulk of funding will go to the Riverview Corridor and there is no construction money given. He also mentioned that if the Red Rock Corridor has it's way without input from Ramsey County, there may be a commuter rail line running through Ramsey County that Ramsey County doesn't support.

Commissioner Rettman commented that the Transit Vision Task Force is looking at many different ideas. If the Legislature is going to give out money, we need to make sure that we have an adequate integrated system and need to get our foot in the door.

Kathy DeSpiegelaere stated that the Legislative request is for funding for the Riverview Corridor for some transit improvements now and possibly long term improvements in that corridor and funding for the Red Rock Corridor.

Commissioner Haigh said her main concern is that commuter rail will be built along the Central Corridor by default since the Red Rock Corridor and the Northstar Corridor are looking at building commuter rail. She noted that Ramsey County's interests are different than other counties, but we still have to be a good partner. She would like the message out that the RCRRA doesn't necessarily support commuter rail going through downtown St. Paul.

Commissioner Ortega noted that commuter rail and LRT will both end in Minneapolis and Ramsey County will be left out. He stated that he cannot oppose commuter rail without more information.

Commissioner Bennett commented that the Red Rock Corridor wants to get to St. Paul and if we aren't at the table, we can't help with the decision about where and how that occurs.

Commissioner Wiessner stated that Ramsey County needs a plan, but doesn't believe that this item will stop the RCRRA from planning. We need to be involved with the Joint Powers Board and have a report back from the Transit Vision Task Force.

Commissioner Guerin said that if commuter rail is built along the Red Rock Corridor, there is no doubt that it will stop in St. Paul. It is an easier fit to join the two corridors by the same mode.

Commissioner Bennett added that the commuter rail route doesn't actually connect the two downtowns and the connection would be out of downtown.

Commissioner Ortega stated that by going to the Legislature, if money is given to other counties, we need to react.

Commissioner Bennett asked about a timeline for the Transit Vision Task Force.

Kathy DeSpiegelaere explained that there are eighteen members appointed from various jurisdictions that have met since fall and have discussed transit. At the last meeting, preliminary approval was given on several components including:

- Transit is essential.
- Transit needs a dedicated source of stable funding in addition to property tax revenues.
- The commitment to transit needs to be substantially increased.
- The regular route bus system must be the top funding priority.
- The optimum transit solution should be sought for each corridor.
- Transit, land use and urban design need to go hand in hand.
- There are unique opportunities for federal funding for this region.
- Rail investments must be initiated now.
- St. Paul, Ramsey County and the region need to affirm priorities for transit investments here. Approved with the option that a triangle (Riverview, Central and Hiawatha) is built.
- Technology needs to be selected appropriately for the transit corridor.
- Transit priorities need to be part of a master plan.
- Transit must be enhanced.
- A complimentary balance among transportation modes must be found.
- The benefits of transit and need for transit must be communicated.

Kathy mentioned that the group is expected to conclude their work soon and is operating on the basis of consensus not unanimity. Some of the members are going back to their respective organizations for direction. There is a meeting on January 28.

Commissioner Haigh stated that she would like additional language indicating that the RCRRA has not made a decision on the type of transit that connects St. Paul and Minneapolis. She also commented that she would like the Transit Vision Task Force to prepare a presentation for the RCRRA.

Commissioner Ortega noted that the RCRRA isn't responsible for the Transit Vision Task Force and they are not completed with their work. This doesn't negate the funding that we are asking for.

A motion was made by Commissioner Reinhardt and seconded by Commissioner Ortega to approve the state legislative proposal for funding engineering activities for Riverview and Red Rock Corridors in the amount of \$30 million with an amendment that states that the RCRRA has not made a decision on the type of transit that connects St. Paul and Minneapolis.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Transit is worthy of substantial and sustainable public funding support; and

WHEREAS, Ramsey County Regional Railroad Authority supports significant transit improvements in the Twin Cities metropolitan region; and

WHEREAS, The optimum transit solution should be sought for each corridor where transit is located; and

WHEREAS, Transit, land use and economic development need to complement each other; and

WHEREAS, There are exceptional opportunities for federal funding for this region; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a legislative request for the 1999 state session that includes:

1. \$20 million for the Riverview Transitway Corridor from the Lower East Side to the Minneapolis/St. Paul International Airport;
2. \$9 million for the Red Rock Corridor from Downtown Minneapolis to Downtown St. Paul to Hastings;
3. \$1 million for additional transitway work in the metropolitan region; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority has not yet made a determination of the type of transit in addition to buses that is appropriate for the transit corridor between St. Paul and Minneapolis.

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

Commissioner Guerin asked if HOV lanes were a possibility for connecting the Riverview Corridor with the Hiawatha Corridor. Commissioner Bennett answered yes, although nothing has been determined. There is not enough rail to extend commuter rail to the airport, so other options are being looked at.

Commissioner Rettman asked who makes the determination on who are members and alternates. Commissioner Bennett answered that the RCRRA makes the determination.

Commissioner Rettman asked where dollar amounts come from. Kathy DeSpiegelaere answered that \$500,000 of state funding from the last session will probably be used for this. Commissioner Rettman asked if money will be requested from other sources. Kathy DeSpiegelaere answered that no budget has been established.

Commissioner Guerin suggested rotating staff responsibilities. Commissioner Bennett stated that Washington County has agreed to most of the responsibilities.

A motion was made by Commissioner Ortega and seconded by Commissioner Guerin to approve the Joint Powers agreement for Red Rock Corridor and authorize the Chair to execute the agreement.

Ayes - 7, Nays - 0
Motion accepted.

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.

7. Update on the Riverview Corridor Major Investment Study

This item was not discussed due to time constraints.

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

This item was not discussed due to time constraints.

The meeting adjourned at 12:25 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

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:

February 2, 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

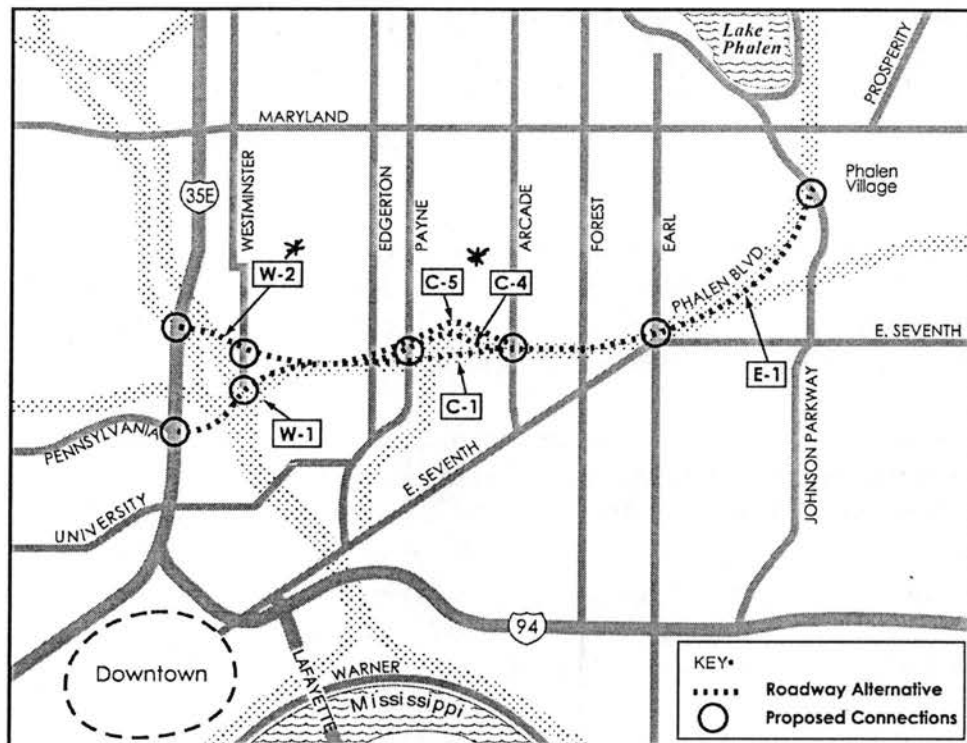
The County participation shown in this budget represents an estimate of \$3M value of RCRRA right-of-way, and \$1.5M CSA.

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, addition 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)

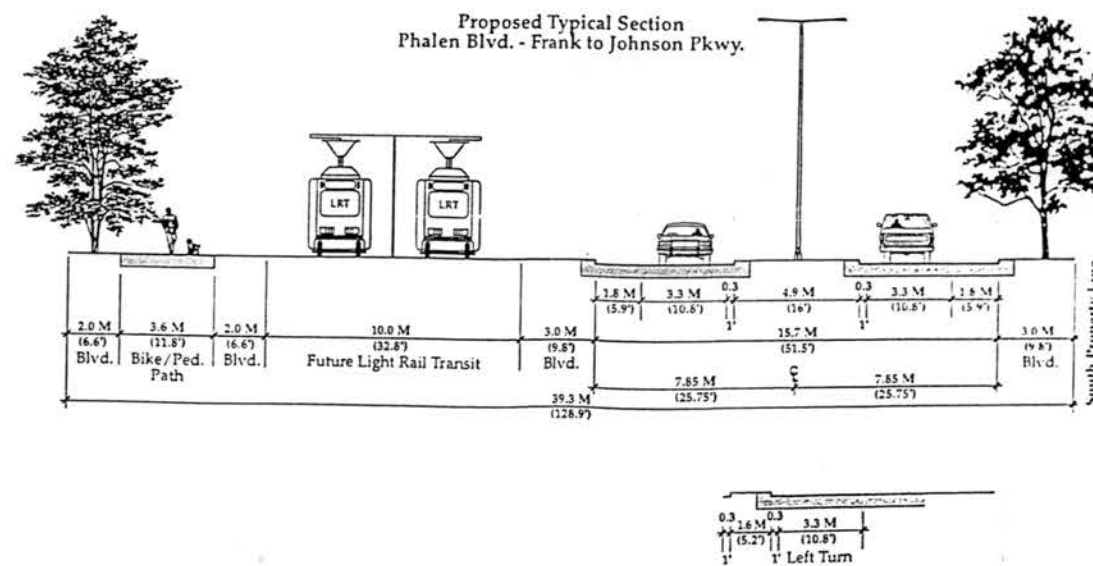
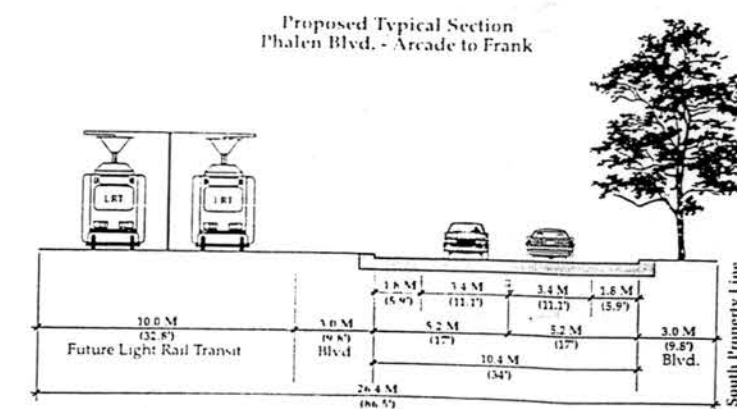
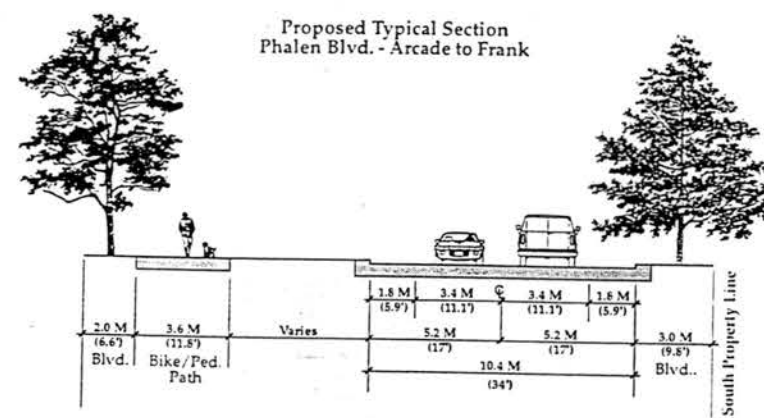
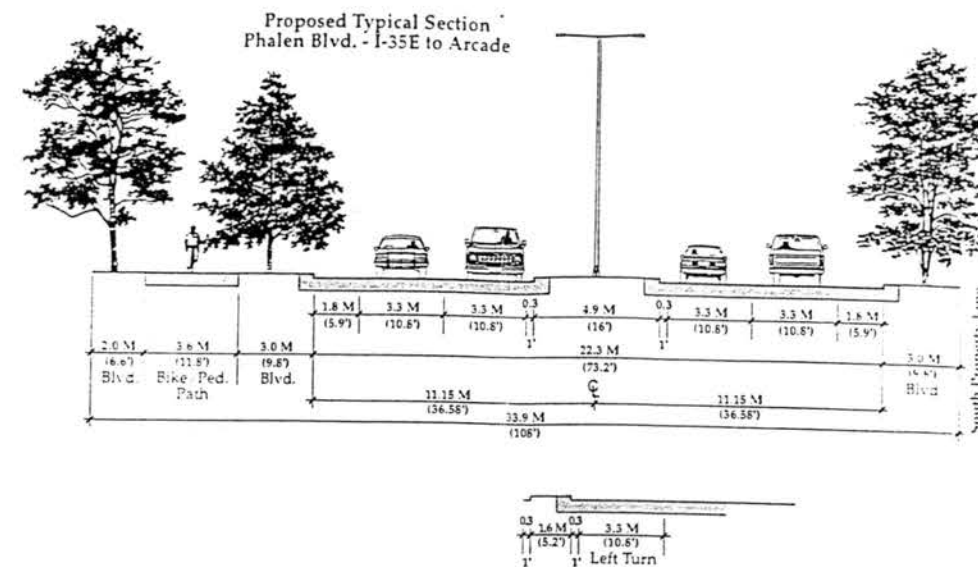
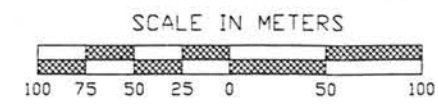
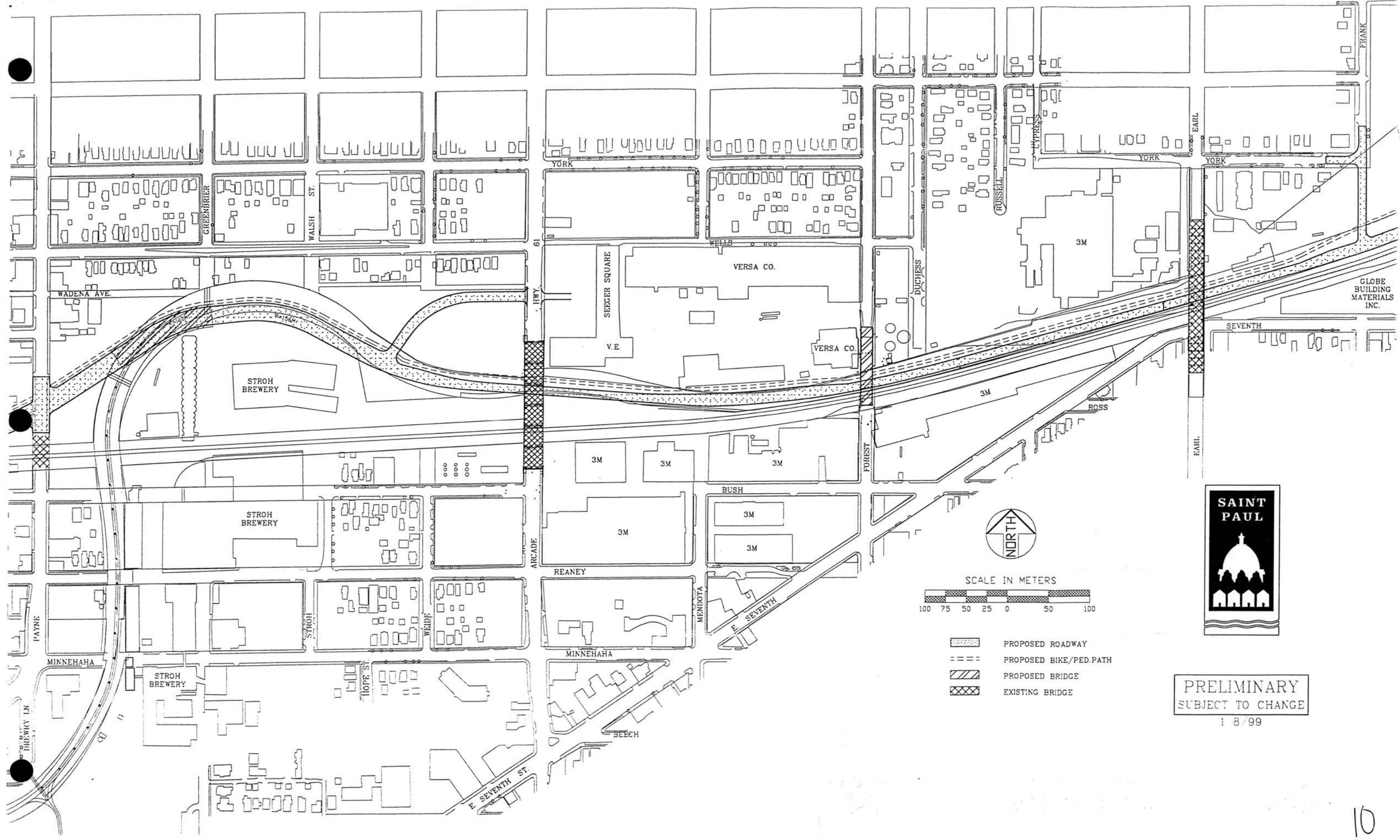
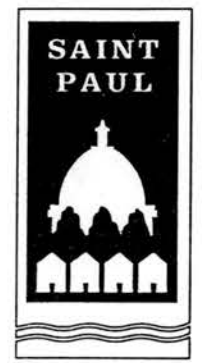
Phalen Boulevard
Draft Environmental Impact Statement

Figure 11-2
Phalen Boulevard
Typical Sections

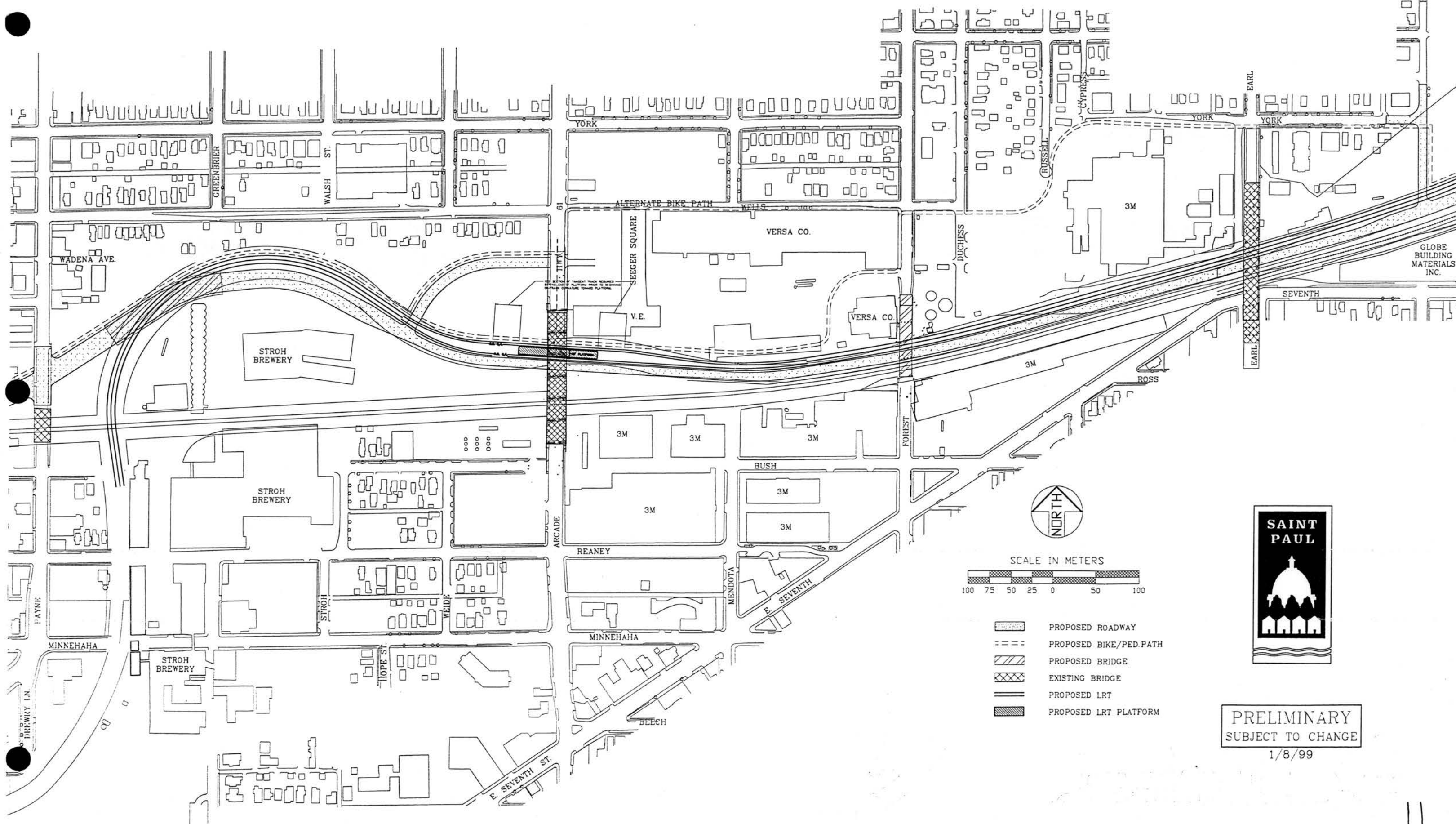




- PROPOSED ROADWAY
- PROPOSED BIKE/PED. PATH
- PROPOSED BRIDGE
- EXISTING BRIDGE



PRELIMINARY
SUBJECT TO CHANGE
1 8/99



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

January 28, 1999
Date

Board Action Requested

Legislative update.

DISCUSSION ONLY

Request Justification

This item will be discussed at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

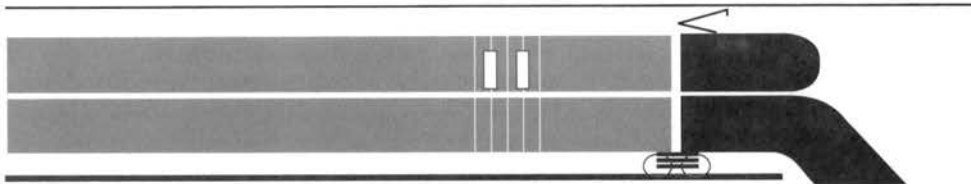
February 2, 1999

Board Date

Kristine A. Longhenry
Signature

1-28-99

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

Agenda

Regional Railroad Authority Meeting

February 9, 1999

1:30 p.m.

Third Floor Council Chambers Courthouse

1. * Report of the St. Paul Transit Vision Advisory Task Force - Co-chairs Ruby Hunt, John Labosky and Art Leahy
 2. * State and federal legislative update
 3. * Approve representative and alternate to the Red Rock Corridor Joint Powers Board
 4. * Ratify quarterly report of payments for October 1 through December 31, 1998.
- * Action is requested

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegelauer
Authorized Signature

2/1/99
Date

Board Action Requested

Report of the St. Paul Transit Vision Advisory Task Force Co-Chairs – Ruby Hunt, John Labosky and Art Leahy.

ACTION IS REQUESTED

Request Justification

See resolution and recommendations attached.

Budgeting and Accounting

County Attorney

Risk Management

Art Leahy
Art Leahy

Documentation certified complete for:

February 9, 1999

Board Date

Kristine A. Longhenry
Signature

2-2-99

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The St. Paul Transit Vision Advisory Task force was appointed by the Chair of the Ramsey County Board of Commissioners, the Chair of the Ramsey County Regional Railroad Authority and the Mayor of the City of St. Paul, and

WHEREAS, The St. Paul Transit Vision Advisory Task Force has met eleven times between October 1, 1998 and January 28, 1999 to discuss transit, establish goals for transit and make recommendations on transit for the metro east area, and

WHEREAS, The St. Paul Transit Vision Advisory Task Force has made the following recommendations:

1. Transit is an integral part of the regional transportation system.
2. Transit is essential.
3. Transit priorities need to be part of a master plan.
4. Transit, land use and urban design need to go hand in hand.
5. Transit needs a dedicated source of stable funding in addition to property tax revenues.
6. There are exceptional opportunities for federal funding for this region.
7. The region needs a transit system that includes bus and rail.
8. The commitment to transit needs to be substantially increased.
9. Investment in rail components as part of a regional transit system must be initiated now.
10. St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.
11. The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

-
-
12. The optimum transit solution should be sought for each corridor.
 13. Transit enhancements in addition to major investments, need to occur now.
 14. The benefits of transit and the need for transit must be communicated.
 15. A complementary balance must be found among transportation modes.

Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority endorses the recommendations of the Task Force, thanks its members for their time and considerable effort in formulating the recommendations and resolves to implement the recommendations that are within its scope and work with others to implement the remaining recommendations.

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

ST. PAUL TRANSIT VISION ADVISORY TASK FORCE

Recommendations of St. Paul Transit Vision Advisory Task Force

January 28, 1999

Thoughtful and searching discussions by the St. Paul Transit Vision Advisory Task Force have resulted in conclusions that are encompassing, bold and stem from a few simple precepts.

1. Transit is an integral part of the regional transportation system.

Transit is defined as a public share ride system. It includes buses, shuttles, trolleys, commuter rail and light rail as technology suitable to the region.

There is finite space on roads and highways. Transit is consistent with Livable Communities vision and priorities. It has an ecologically prudent outcome. It reduces congestion on existing roads and highways. It can help preserve the quality of life in congestion-threatened areas. Larger numbers of people can use transportation systems if transit is part of the system. Transit makes more efficient use of existing infrastructure.

2. Transit is essential.

East metro residents, employees and visitors need to get to jobs, recreation and shopping. We need to have choices about how to get to our destinations. Those who can't drive need transit. Those who can drive need transit too. Transit benefits economically diverse residents of the region, even those who don't use it.

Transit can reduce highway congestion by reducing the number of vehicles on our highways. No other alternative has proven to be an effective, long-term solution for highway congestion in a metro area. It also significantly reduces the need for downtown parking which has a positive effect on downtown areas and allows people to come downtown without personal vehicles.

Transit helps our economy. Adequate transit allows employees to get to jobs in reduced times and it reduces travel costs. Adequate transit provides employers with a larger potential number of employees. Transit supports redevelopment and reinvestment in cities.

We want those small town qualities. We want the comfort of community, the security cemented in enduring relationships, the responsibility inspired by a sense of belonging. But, we want those small town qualities with access to big city opportunities: the

excellent parks, walkable neighborhoods, good restaurants, the museums. We want easy access to the games, the shows, the attractions.

3. Transit priorities need to be part of a master plan.

The recommendations being made by the St. Paul Transit Vision Advisory Task Force are being forwarded to the St. Paul City Council and Ramsey County Board of Commissioners. These recommendations should be considered as part of the city's and county's comprehensive plans. They should also be part of the larger regional long-range transit plan. The master plan should describe the relationship of land use and transportation. It should describe development in stages we can manage. The plan needs to start with the central cities. It should be bold and visionary.

4. Transit, land use and urban design need to go hand in hand.

Major investments in transit need to be made with economic development and urban design in mind. Selecting technology and locations where economic development can be stimulated by transit is an important consideration. Attention must be paid to the impacts on existing businesses during construction and operation of major transit investments. City, regional and state policies need to support the land use relationship with transit and promote transit developments in core areas of the region. Zoning laws, design standards, land use policies and development incentives must complement transit and our neighborhoods.

5. Transit needs a dedicated source of stable funding in addition to property tax revenues.

Transit is worthy of substantial and sustainable public funding support. The benefits are borne out in great urban centers such as Toronto, Vancouver, Portland, New York, Washington, D.C. and Boston and can be realized here as well. Transit is an important tool in economic development.

Unlike highways, which are funded in this region by a constitutionally dedicated gas tax, transit has no guaranteed funding source. Currently, the Twin Cities transit system relies heavily on property tax revenues and on state funds allocated by the Legislature. It has been underfunded in this region in comparison to comparable U.S. cities.

6. There are exceptional opportunities for federal funding for this region.

The major federal transportation funding bill, TEA 21, offers opportunities for federal funding for transit initiatives. Although the federal allocation process is extremely competitive, with requests far outpacing available funding, this region has a strong congressional delegation and has an opportunity to maximize the federal dollars coming to this region, rather than having them spent elsewhere. There is an urgency to this issue because of the great need in this region and because current opportunities may not

continue for a lengthy period of time. Federal dollars are our tax dollars too. They must be spent wisely on good transit projects.

7. **The region needs a transit system that includes bus and rail.**

Buses are the backbone of our current transit system. Buses provide service and coverage that are essential to our region and need to be expanded. As light rail and commuter rail choices become available here, the necessity for good bus service increases. Buses and rail are complementary, not competitive. Funding of other transit alternatives must not be done at the expense of regular route bus operations.

8. **The commitment to transit needs to be substantially increased.**

The marketplace is demanding more transit services than are currently available. Recent bus ridership increases have outpaced small increases in service. There is an unmet demand for transit in this region.

Transit services in this region need to be doubled in the next five to ten years.

9. **Investment in rail components as part of a regional transit system must be initiated now.**

Rail transit can enhance transit systems, as has been demonstrated in other cities. The land use impacts, operating efficiencies, permanence and image of the transit system are positively impacted by rail transit. Rail transit is a tangible commitment to improved transit choices and service for the region.

10. **St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.**

Light rail transit in the Hiawatha Corridor is a priority for Hennepin County, Minneapolis and the region. Resources are being sought to complete this project. St. Paul and Ramsey County need to advocate for better transit for the east metro region.

11. **The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.**

The Hiawatha Corridor is moving forward as a light rail transit line connecting downtown Minneapolis, the Minneapolis/St. Paul International Airport and the Mall of America. The Riverview and Central Corridors complete the connection to downtown St. Paul. Both should be locations for major transit improvements.

Transit investments must be made with sensitivity to and involvement of the neighborhoods, residents, institutions and businesses where they are located.

12. The optimum transit solution should be sought for each corridor.

A transit corridor is the geographic spine where transit is located. No single transit solution fits every corridor. Bus improvements may be appropriate in one corridor. Another corridor may warrant a busway, with buses operating on dedicated right of way. Yet another corridor may be the ideal location for light rail transit or commuter rail.

13. Transit enhancements, in addition to major investments, need to occur now.

In addition to undertaking major investments in transit, there are other transit improvements that should be initiated now. They include:

Service Levels

Endorse a 100% increase in transit service (including new routes and more frequent service on existing routes) for this region in five to ten years.

Planning

Make the community (cities, neighborhoods, district councils) aware of the importance of addressing land use issues for any future transit improvements and technologies.

Serious consideration of LRT for the east metro should not precede the building of an expanded network of transit services as a logical part of a greater scheme. This could be in tandem with the development of LRT, which takes a longer period of time to plan and construct than implementing a new bus route.

Facilities

Build park and ride hubs at strategic suburban locations, on each main highway near the 494/694 ring.

Provide super bus hubs where transit service is coordinated with shuttles.

Provide pedestrian amenities at service centers for bus patrons – more options, longer hours, more services, such as coffee retail convenience outlets with light food and beverage service.

Create pedestrian and bicycle friendly environments in coordination with land use.

Improve bus amenities such as signage, schedules and more frequent cleaning of buses and shelters. Build more partnerships between business, neighborhoods and Metro Transit.

Funding

Metro Transit must get a dedicated piece of the gas tax because transit reduces congestion and improves the usability of highways for personal vehicles.

Incentives

Create incentives for employers to subsidize transit use.

Have options for bus passes for days, weekends and for families on weekends.

14. The benefits of transit and the need for transit must be communicated.

Better communication tools need to be implemented to make the case for transit. The communication tools should focus on funders, employers and existing and potential transit users.

15. A complementary balance must be found among transportation modes.

Setting aside old conflicts and building coalitions of transit and highway interests are essential components of providing better mobility for the region. Coalitions need to find a way to balance funding priorities for transportation projects so that the region's needs are met.

We are asking policy makers to collaborate. We are asking policy makers to get this done. The time to implement is now.

St. Paul Transit Vision Advisory Task Force Members

Ruby Hunt, Co-Chair
Macalaster-Groveland area resident

John Labosky, Co-Chair
Capitol City Partnership

Art Leahy, Co-Chair
Metro Transit

David Burley
Highland Business Association

Buzz Cummins
St. Paul Transportation Management Organization

Natalio Diaz
Metropolitan Council

Carol Frey
New Brighton Chamber of Commerce

Linda Jungwirth
Assistant to Commission Janice Rettman

Corbin Kidder
Senior Federation

Mat Hollinshead
University United

Brian Merchant
Highland District Council

Richard Miller
West Seventh Federation

Paul Mohrbacher
Capital River Council

Al Shetka
City of St. Paul

Jill Smith
Phalen Initiative, East Side Area Business Association

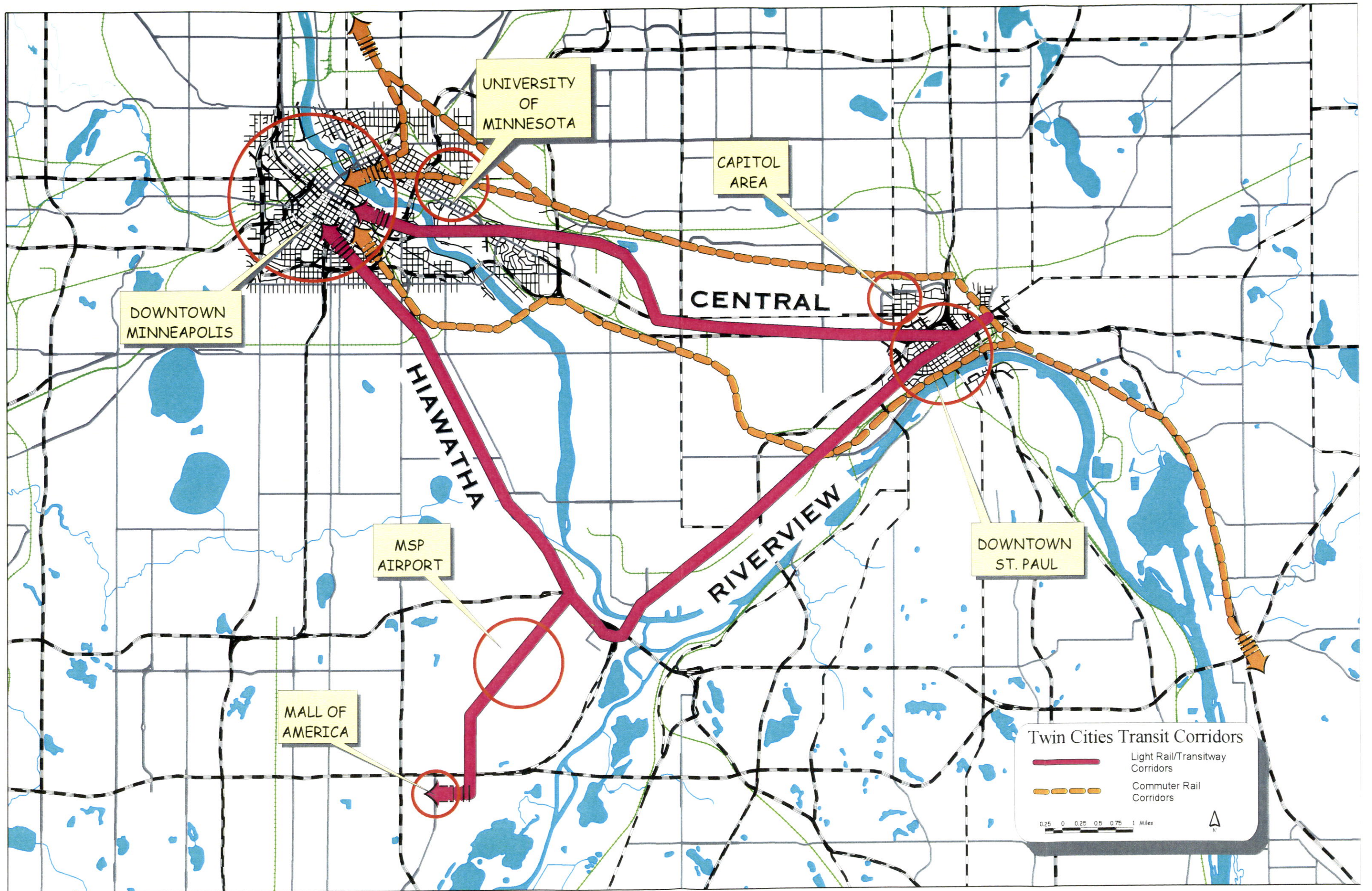
Barb Thoman
Transit for Livable Communities

Larry Vanden Plas
Suburban Chamber of Commerce

Bob Wicker
Midway Chamber of Commerce

Robert Wider
St. Paul Area Chamber of Commerce

Members' votes on recommendations were a consensus. Consensus means that a strong majority agreed. In some instances, the organizations appointing members may not have taken a position on these issues and therefore the member voted his or her own opinions based on many hours of presentations and discussion.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Authorized Signature

2/1/99

Date

Board Action Requested

State and federal legislative update.

ACTION MAY BE TAKEN

Request Justification

See Legislative Program from Metropolitan Light Rail Transit Joint Powers Board (attached).

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 9, 1999

Board Date

Kristine A. Longhenry

Signature

2-2-99

Date

Metropolitan Light Rail Joint Powers Board 1999 Legislative Program

Support the Metropolitan Council's 1999 Legislative Funding Request Package

- Increase state funding for metro transit programs from \$98.7 million to \$120.6 million.
- \$52 million in metro bond authorization to fund the council's transit capital improvement program.
- State bonding for certain long-term capital projects such as bus garages, transitways, transit stations and park-and-ride facilities.
- Creation of a stable and predictable regional bonding authority for basic transit capital investments.

State Funding for Light Rail, Commuter Rail and other Transitway Projects

- \$60 million as the final state installment to construct LRT in the Hiawatha Corridor.
- \$10 million to continue development of the Northstar Corridor.
- \$29 million for Transitway development in the East Metro area, including the Riverview and Red Rock Corridors.
- \$1 million to continue studies on other key transitway corridors in the region.

Welfare-to-Work Transportation

- \$2 million appropriated in 1997 to metro counties for welfare-to-work transportation projects.
- 2000-2001 biennial request will be based on outcome of welfare-to-work transportation study which is to be completed in early February.
- Modify state law to allow the seven metropolitan counties to purchase bus passes under Metro Transit's discounted bus pass program for county welfare and training employment clients to assist with job search related transportation on the regional transit system.

Commuter Rail Policies

- Endorse the commuter rail starter system identified in MNDOT's Commuter Rail Study, including the Northstar Corridor, the Red Rock Corridor, the connection between

Minneapolis and St. Paul, and the Lakeville Corridor.

- Northstar Corridor should be the starter commuter rail line for the region. The northern terminus of the corridor should be Big Lake in the initial phase, not the city of Ramsey as proposed in the MNDOT study. The southern terminus should be Minneapolis.
- The connection between Minneapolis and St. Paul is a critical corridor and a high priority for the region. The development, implementation and funding for this corridor should be done on a collaborative basis and proceed as expeditiously as possible.
- The Red Rock and Lakeville Corridors should continue with development by completing feasibility studies, planning, and conceptual engineering.
- An implementation plan for the Northstar Corridor should be developed by the Northstar Corridor Development Authority and MNDOT, in cooperation with the Metropolitan Council, Metro Transit and the LRT Joint Powers Board. The plan should address a detailed analysis of capital costs based on negotiation with the railroad, an operational plan for the corridor, and a framework for land use decisions to guide development in the corridor.
- A regional transit plan integrating light rail, commuter rail and busses should be prepared. The plan should include specific land use policies to guide development and support the transit system and should include the tools necessary for local government to implement the land use policies identified in the plan.

Creation of a Dedicated Funding Source for Transit

- Creation of a dedicated fund for transit, similar to the Highway User Distribution Fund for highways, is essential to provide a predictable and growing source of revenue to support the long-term operating and capital needs of the metropolitan transit system.

Regional Rail Authority Bonding Impediments

- Clarify that a regional rail authority may transfer funds to the Minnesota Department of Transportation, Metropolitan Council or any other state or local governmental entity for the purposes of making rail facility improvements.
- Authorize the issuance of general obligation bonds without a referendum so long as annual debt service is within the limits of the levy the regional rail authority could otherwise make.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. S. Spiegel
Authorized Signature

2/1/99
Date

Board Action Requested

Approve a representative and alternate to the Red Rock Corridor Joint Powers Board.

ACTION IS REQUESTED

Request Justification

Approve a representative and alternate for the corridor between Hastings – St. Paul – Minneapolis. The representative and alternate must be Ramsey County Regional Railroad Authority members.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 9, 1999

Board Date

Kristine A. Longhenry
Signature

2-2-99

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

February 2, 1999
Date

Board Action Requested

Ratify quarterly report of payments for October 1 through December 31, 1998.

ACTION IS REQUESTED

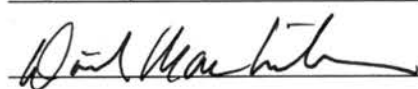
Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Van Houdt, dated January 26, 1999
 3. Budget Condition Report as of December 31, 1998

Budgeting and Accounting



County Attorney



Risk Management

Documentation certified complete for:

February 9, 1999
Board Date


Signature

2-2-99
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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

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

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

1



Office of Budgeting and Accounting

James Van Houdt, Director

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

Tel: 651-266-8041

Fax: 651-266-8066

MEMORANDUM

TO: Terry Schutten, County Manager

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

DATE: January 26, 1999

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: October - December 1998

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

A summary of the payments for the period is:

59101 Regional Railroad Authority Administration	\$ 74,578.11
59109 Northeast Corridor Maintenance Kellogg to Beam	3,983.80
59112 Northeast Corridor Beam to No. County Line	3,892.00
59115 Riverview Major Investment Study	5,182.08
	<u>\$87,635.99</u>

We are attaching the following reports:

A. Budget Condition Report as of December 31, 1998.

B. Detail Disbursements for the period October through December, 1998.

JVH:TCO:tco
Attachments

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

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
020102	CONSULTING SERVICES 49,243.08	21,245.54	26,364.55	27,997.54	1,632.99	0.00	5,756.92	43.14
020122	STATE AUDITOR 2,100.00	1,345.50	0.00	754.50	754.50	0.00	0.00	64.07
020154	LEGISLATIVE REPRESENTATIVE 35,000.00	20,830.00	4,170.00	14,170.00	10,000.00	0.00	0.00	59.51
020174	COUNTY ATTORNEY SERVICES 3,329.00	8,302.80	0.00	4,973.80CR	4,973.80CR	0.00	0.00	249.41
020176	COUNTY MANAGER-SERVICES 2,000.00	0.00	0.00	2,000.00	2,000.00	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 6,000.00	6,514.41	0.00	514.41CR	514.41CR	0.00	0.00	108.57
020185	DATA PROCESSING SERVICES-MTCE 12,580.54	9,486.35	0.00	3,094.19	3,094.19	3,580.54	0.00	75.40
020193	COUNTY PROJECT MANAGEMENT SERVICES 121,458.47	99,939.44	0.00	21,519.03	21,519.03	0.00	8,695.53	82.28
020202	POSTAGE 1,500.00	684.50	0.00	815.50	815.50	0.00	0.00	45.63
020207	TELEPHONE LONG DISTANCE CHARGES 200.00	146.93	0.00	53.07	53.07	0.00	0.00	73.47
020208	TELEPHONE-LOCAL SERVICE 2,100.00	1,069.30	0.00	1,030.70	1,030.70	0.00	0.00	50.92
020209	TELEPHONE-EQUIPMENT RENTAL 200.00	0.00	0.00	200.00	200.00	0.00	0.00	
020214	TELEPHONE-CELLULAR SERVICE 0.00	550.84	0.00	550.84CR	550.84CR	0.00	0.00	
020217	PAGER SERVICES 0.00	79.88	0.00	79.88CR	79.88CR	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
020301	TRANSPORTATION ALLOWANCE 1,600.00	1,219.47	0.00	380.53	380.53	0.00	0.00	76.22
020305	MESSENGER SERVICE 850.00	243.80	0.00	606.20	606.20	0.00	0.00	28.68
020402	ADVERTISING & PROMOTION 0.00	26.03	0.00	26.03CR	26.03CR	0.00	0.00	
020501	PRINTING & STATIONERY 5,000.00	4,905.39	0.00	94.61	94.61	0.00	0.00	98.11
020611	LIABILITY & PROPERTY DAMAGE 850.00	1,372.50	0.00	522.50CR	522.50CR	0.00	0.00	161.47
020803	EQUIPMENT & MACHINERY REPAIRS 2,000.00	1,150.04	0.00	849.96	849.96	0.00	0.00	57.50
020906	BUILDINGS & OFFICE SPACE 12,883.00	12,662.00	0.00	221.00	221.00	0.00	0.00	98.28
020909	PARKING SPACE 800.00	660.18	0.00	139.82	139.82	0.00	0.00	82.52
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS 500.00	65.00	0.00	435.00	435.00	0.00	0.00	13.00
021134	TUITION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021180	EMPLOYEE DEVELOPMENT 500.00	0.00	0.00	500.00	500.00	0.00	0.00	
021401	MEMBERSHIP & DUES 500.00	870.00	0.00	370.00CR	370.00CR	0.00	0.00	174.00
021403	CONFERENCE & SEMINAR EXPENSES 10,263.00	16,501.24	0.00	6,238.24CR	6,238.24CR	0.00	0.00	160.78
021407	OTHER TRAVEL 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	200.00	0.00	0.00	200.00	200.00	0.00	0.00
021409	ED MEETING EXPENSES ACCOUNT	2,950.00	1,539.18	0.00	1,410.82	1,410.82	0.00	50.00 52.18
022213	TRANSIT JOINT POWERS	20,000.00	19,670.00	0.00	330.00	330.00	0.00	0.00 98.35
TOTL 02		305,607.09	231,080.32	30,534.55	74,526.77	43,992.22	3,580.54	14,502.45 75.61
030101	OFFICE SUPPLIES	2,800.00	894.09	0.00	1,905.91	1,905.91	0.00	0.00 31.93
030201	COMPUTER OPERATING SUPPLIES	1,000.00	329.29	0.00	670.71	670.71	0.00	0.00 32.93
TOTL 03		3,800.00	1,223.38	0.00	2,576.62	2,576.62	0.00	0.00 32.19
040303	OFFICE FURNITURE AND EQUIPMENT	800.00	0.00	0.00	800.00	800.00	0.00	0.00
040306	COMMUNICATIONS EQUIPMENT	2,176.38	2,176.38	0.00	0.00	0.00	2,176.38	0.00 100.00
CURR ORG-TOT		312,383.47	234,480.08	30,534.55	77,903.39	47,368.84	5,756.92	14,502.45 75.06

BA280 BUDGET CONDITION REPORT
RFBA280 01 14 99

RAMSEY COUNTY
ACCOUNTING DEPT
12 31 98

PAGE 97

PCT OF YEAR ELAPSED =100.00

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R97 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	46,590.17	46,590.17	0.00	0.00	0.00	0.00	17,296.49	100.00	
ORG-TOT	358,973.64	281,070.25	30,534.55	77,903.39	47,368.84	5,756.92	31,798.94	78.30	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	CONSULTING SERVICES 25,321.34CR	0.00	0.00	25,321.34CR	25,321.34CR	0.00	100,959.02	
020174	COUNTY ATTORNEY SERVICES 4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 1,134.14	0.00	0.00	1,134.14	1,134.14	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 78.92	0.00	0.00	78.92	78.92	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 17,223.70	0.00	0.00	17,223.70	17,223.70	0.00	0.00	
020194	PUBLIC INFORMATION SERVICES 1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00	
020202	POSTAGE 10.98	0.00	0.00	10.98	10.98	0.00	0.00	
020305	MESSENGER SERVICE 49.05	0.00	0.00	49.05	49.05	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 179.90	0.00	0.00	179.90	179.90	0.00	0.00	
020501	PRINTING & STATIONERY 12.11	0.00	0.00	12.11	12.11	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021407	OTHER TRAVEL 0.36	0.00	0.00	0.36	0.36	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 0.27	0.00	0.00	0.27	0.27	0.00	0.00	
TOTL 02		0.00	0.00	0.00	0.00	0.00	100,959.02	
ORG-TOT		0.00	0.00	0.00	0.00	0.00	100,959.02	

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES 333,715.42	0.00	0.00	333,715.42	333,715.42	0.00	178,371.19	
020174	COUNTY ATTORNEY SERVICES 46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 494.91	0.00	0.00	494.91	494.91	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 72,796.15	0.00	0.00	72,796.15	72,796.15	0.00	0.00	
020202	POSTAGE 3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
020501	PRINTING & STATIONERY 9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL 10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	496,225.40	0.00	0.00	496,225.40	496,225.40	0.00	178,371.19	
ORG-TOT	496,225.40	0.00	0.00	496,225.40	496,225.40	0.00	178,371.19	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
020174	COUNTY ATTORNEY SERVICES	151.61	0.00	0.00	151.61	151.61	0.00	0.00
020176	COUNTY MANAGER-SERVICES	1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	163.92	0.00	0.00	163.92	163.92	0.00	0.00
020185	DATA PROCESSING SERVICES-MTCE	329.96	0.00	0.00	329.96	329.96	0.00	0.00
020192	SURVEYING SERVICE	95.63	0.00	0.00	95.63	95.63	0.00	0.00
020193	COUNTY PROJECT MANAGEMENT SERVICES	2,181.41CR	0.00	0.00	2,181.41CR	2,181.41CR	0.00	5,789.72
020202	POSTAGE	96.05	0.00	0.00	96.05	96.05	0.00	0.00
TOTL 02		0.00	0.00	0.00	0.00	0.00	5,789.72	
ORG-TOT		0.00	0.00	0.00	0.00	0.00	5,789.72	

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59108	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 963.67CR	0.00	0.00	963.67CR	963.67CR	0.00	2,380.07	
--								
020174	COUNTY ATTORNEY SERVICES 0.55	0.00	0.00	0.55	0.55	0.00	0.00	
--								
020176	COUNTY MANAGER-SERVICES 66.45	0.00	0.00	66.45	66.45	0.00	0.00	
--								
020179	BUDGETING AND ACCOUNTING SERVICES 197.97	0.00	0.00	197.97	197.97	0.00	0.00	
--								
020185	DATA PROCESSING SERVICES-MTCE 114.58	0.00	0.00	114.58	114.58	0.00	0.00	
--								
020193	COUNTY PROJECT MANAGEMENT SERVICES 263.24	0.00	0.00	263.24	263.24	0.00	0.00	
--								
020202	POSTAGE 5.43	0.00	0.00	5.43	5.43	0.00	0.00	
--								
020305	MESSENGER SERVICE 25.00	0.00	0.00	25.00	25.00	0.00	0.00	
--								
020401	PUBLISHING MINUTES & NOTICES 8.57	0.00	0.00	8.57	8.57	0.00	0.00	
--								
020501	PRINTING & STATIONERY 81.88	0.00	0.00	81.88	81.88	0.00	0.00	
--								
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
--								
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
--								
TOTL 02	0.00	0.00	0.00	0.00	0.00	0.00	2,380.07	
ORG-TOT	0.00	0.00	0.00	0.00	0.00	0.00	2,380.07	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	31,740.00	18,926.46	0.00	12,813.54	12,813.54	22,000.00	0.00	59.63
	IMPROVEMENTS OTHER THAN BUILDINGS							
020802	9,211.00	0.00	0.00	9,211.00	9,211.00	0.00	1,920.00	
	GROUNDS-REPAIRS							
020804	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
	ASSESSMENTS							
021131	5,000.00	0.00	0.00	5,000.00	5,000.00	0.00	0.00	
	SIGNS & SIGN REPAIRS							
030507	1,920.00	1,920.00	0.00	0.00	0.00	1,920.00	0.00	100.00
CURR ORG-TOT	50,871.00	20,846.46	0.00	30,024.54	30,024.54	23,920.00	1,920.00	40.98

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R97 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE								
000000	5,682.02	3,952.52	0.00	1,729.50	1,729.50	0.00	14,628.30	69.56	
ORG-TOT	56,553.02	24,798.98	0.00	31,754.04	31,754.04	23,920.00	16,548.30	43.85	

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APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59112	NE CORRIDOR BEAM TO N CO LINE							
020102	CONSULTING SERVICES 3,340.00	3,250.00	0.00	90.00	90.00	3,240.00	0.00	97.31
020192	SURVEYING SERVICE 51,132.76	31,980.00	0.00	19,152.76	19,152.76	0.00	250.00	62.54
020193	COUNTY PROJECT MANAGEMENT SERVICES 10,797.22	6,321.75	0.00	4,475.47	4,475.47	6,500.00	22,000.00	58.55
020804	GROUNDS-REPAIRS 23,500.00	0.00	0.00	23,500.00	23,500.00	0.00	6,500.00	
021205	LICENSING FEE 250.00	250.00	0.00	0.00	0.00	250.00	0.00	100.00
030507	SIGNS & SIGN REPAIRS 13,253.75	0.00	0.00	13,253.75	13,253.75	0.00	3,240.00	
040103	LAND ACQUISITION-RIGHT OF WAY 2,000,000.00	0.00	0.00	2,000,000.00	2,000,000.00	0.00	0.00	
ORG-TOT	2,102,273.73	41,801.75	0.00	2,060,471.98	2,060,471.98	9,990.00	31,990.00	1.99

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R97 59114	RIVERVIEW TRANSIT CORRIDOR STUDY								
000000	84,322.65	84,322.65	0.00	0.00	0.00	85,525.82	1,203.17	100.00	
ORG-TOT	93,068.18	93,068.18	0.00	0.00	0.00	94,271.35	1,203.17	100.00	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59115	RIVERVIEW CORRIDOR - MAJOR INVESTMENT STUDY							
	CONSULTING SERVICES							
020102	1,280,000.00	2,406.00	1,149,505.00	1,277,594.00	128,089.00	1,280,000.00	0.00	.19
020174	COUNTY ATTORNEY SERVICES							
	5,000.00	0.00	0.00	5,000.00	5,000.00	5,000.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES							
	3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE							
	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES							
	119,500.00	2,776.08	0.00	116,723.92	116,723.92	119,500.00	0.00	2.32
020202	POSTAGE							
	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020207	TELEPHONE LONG DISTANCE CHARGES							
	1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
020501	PRINTING & STATIONERY							
	10,000.00	0.00	0.00	10,000.00	10,000.00	10,000.00	0.00	
021403	CONFERENCE & SEMINAR EXPENSES							
	12,000.00	0.00	0.00	12,000.00	12,000.00	12,000.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE							
	3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
021409	CED MEETING EXPENSES ACCOUNT							
	3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
ORG-TOT	1,437,500.00	5,182.08	1,149,505.00	1,432,317.92	282,812.92	1,437,500.00	0.00	.36

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
59116	PHALEN BERM AGREEMENT								
	MISCELLANEOUS								
021115	32,500.00	0.00	0.00	32,500.00	32,500.00	32,500.00	0.00		
ORG-TOT	32,500.00	0.00	0.00	32,500.00	32,500.00	32,500.00	0.00		
ACT-TOT	4,577,093.97	445,921.24	1,180,039.55	4,131,172.73	2,951,133.18	1,603,938.27	369,040.41	9.74	
5 FC	4,577,093.97	445,921.24	1,180,039.55	4,131,172.73	2,951,133.18	1,603,938.27	369,040.41	9.74	
FUND CURR TOT	4,440,499.13	311,055.90	1,180,039.55	4,129,443.23	2,949,403.68	1,518,412.45	335,912.45	7.00	
FUND R97 TOT	136,594.84	134,865.34	0.00	1,729.50	1,729.50	85,525.82	33,127.96	98.73	
FUND TOTAL	4,577,093.97	445,921.24	1,180,039.55	4,131,172.73	2,951,133.18	1,603,938.27	369,040.41	9.74	

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DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
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RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
RAMSEY COUNTY REGIONAL RAILROAD AUTH									
		020102	CONSULTING SERVICES						
59101	020102	CA	ADJ010	121198	00000000		-2,356.00	JE03455	
		CA	PA634	100998	00215522		3,150.00	STEVENS	KENNETH
		CA	PA634	103098	00222316		755.00	STEVENS	KENNETH
		CA	PA634	112598	00230001		1,553.88	RICHARDSON, RICHTER & ASSOC.	
		CA	PA634	121898	00240C02		6,750.00	STEVENS	KENNETH
		CA	PA689	121898	00240003		1,979.07	RICHARDSON RICHTER & ASSOC	
		020102		11,831.95					
		020122	STATE AUDITOR						
59101	020122	CA	00683	102798	00221146		211.00	MINNESOTA STATE AUDITORS	
		020122		211.00					
		020154	LEGISLATIVE REPRESENTATIVE						
59101	020154	CA	PA565	100298	00212765		2,083.00	LOCKRIDGE GRINDAL NAUEN	
		CA	PA565	102798	00221147		2,083.00	LOCKRIDGE GRINDAL NAUEN	
		CA	PA565	112598	00230002		2,083.00	LOCKRIDGE GRINDAL NAUEN	
		020154		6,249.00					
		020174	COUNTY ATTORNEY SERVICES						
59101	020174	IC	98508	100298	00211732		439.56	IC TRNSF PMT 400 40601	300908 M00820 01
		IC	98508A	100298	00211732		97.68	IC TRNSF PMT 400 40601	300908 M00829 01
		IC	98508B	100298	00211732		439.56	IC TRNSF PMT 400 40601	300908 M00836 01
		IC	98510	100298	00211732		1,636.14	IC TRNSF PMT 400 40601	300908 M00840 01
		IC	98510A	100298	00211732		390.72	IC TRNSF PMT 400 40601	300908 M00845 01
		IC	99228	100998	00213845		3,589.74	IC TRNSF PMT 400 40601	300908 M00862 01
		IC	99228A	100998	00213845		219.78	IC TRNSF PMT 400 40601	300908 M00867 01
		IC	99228B	100998	00213845		1,489.62	IC TRNSF PMT 400 40601	300908 M00878 01
		020174		8,302.80					
		020179	BUDGETING AND ACCOUNTING SERVICES						
59101	020179	IC	05309	121898	00240C04		6,514.41	IC TRNSF PMT 400 40303	300908 A00933 01
		020179		6,514.41					

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DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD OCTOBER 1, 1998 THRU DECEMBER 31, 1998.

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME			
		020185	DATA PROCESSING SERVICES-MTCE								
59101	020185	IC	01597	110698	00223467		2,524.03	IC TRNSF PMT 574 57401	301385	C08645 01	
		IC	03216	121198	00234459		129.36	IC TRNSF PMT 574 57401	301385	C08707 01	
		IC	04127	121898	00240005		567.36	IC TRNSF PMT 400 41201	300409	H01826 01	
		IC	98763	100298	00211732		353.00	IC TRNSF PMT 574 57401	301385	C08562 01	
		020185	3,573.75								
		020193	COUNTY PROJECT MANAGEMENT SERVICES								
59101	020193	IC	00378	110698	00223467		455.84	IC TRNSF PMT 400 47101	300434	B04706 01	
		IC	00378A	110698	00223467		13.68	IC TRNSF PMT 400 47101	300166	B04706 02	
		IC	00379	110698	00223467		9,145.29	IC TRNSF PMT 400 47101	300434	B04707 01	
		IC	00379A	110698	00223467		274.46	IC TRNSF PMT 400 47101	300166	B04707 02	
		IC	00380	110698	00223467		1,711.92	IC TRNSF PMT 400 47101	300418	B04708 01	
		IC	00380A	110698	00223467		51.24	IC TRNSF PMT 400 47101	300166	B04708 02	
		IC	01059	110698	00223467		8,461.53	IC TRNSF PMT 400 47101	300434	B04769 01	
		IC	01059A	110698	00223467		253.94	IC TRNSF PMT 400 47101	300166	B04769 02	
		IC	01061	110698	00223467		341.88	IC TRNSF PMT 400 47101	300434	B04768 01	
		IC	01061A	110698	00223467		10.26	IC TRNSF PMT 400 47101	300166	B04768 02	
		IC	01064	110698	00223467		1,548.88	IC TRNSF PMT 400 47101	300418	B04765 01	
		IC	01064A	110698	00223467		46.36	IC TRNSF PMT 400 47101	300166	B04765 02	
		IC	01598	110698	00223467		36.71	IC TRNSF PMT 400 47101	300418	B04711 01	
		IC	01598A	110698	00223467		1.10	IC TRNSF PMT 400 47101	300166	B04711 02	
		IC	01598B	110698	00223467		88.92	IC TRNSF PMT 400 47110	300418	B04711 03	
		IC	01598C	110698	00223467		2.67	IC TRNSF PMT 400 47101	300166	B04711 04	
		IC	03224	121198	00234459		9,686.60	IC TRNSF PMT 400 47101	300434	B04814 01	
		IC	03224A	121198	00234459		290.70	IC TRNSF PMT 400 47101	300166	B04814 02	
		IC	03236	121198	00234459		2,170.47	IC TRNSF PMT 400 47101	300418	B04810 01	
		IC	03236A	121198	00234459		64.97	IC TRNSF PMT 400 47101	300166	B04810 02	
		CA	ADJ011	121198	00000000		-2,189.18	JE03455			
		020193	32,468.24								
		020202	POSTAGE								
59101	020202	IC	01057	110698	00223467		59.27	IC TRNSF PMT 521 52104	350323	W03854 01	
		IC	03241	121198	00234459		96.98	IC TRNSF PMT 521 52104	350323	N03889 01	
		IC	98018	100298	00211732		39.75	IC TRNSF PMT 521 52104	350323	W03815 01	
		020202	196.00								
		020207	TELEPHONE LONG DISTANCE CHARGES								
59101	020207	IC	01084	110698	00223467		19.13	IC TRNSF PMT 578 57801	301601	Y03398 01	
		IC	05306	121898	00240006		13.16	IC TRNSF PMT 578 57801	301601	Y03592 01	

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020207	IC	98785	100998	00213845	19.03	IC TRNSF PMT 578 57801	301601 Y03371 01
		020207		51.32					
		020208	TELEPHONE-LOCAL SERVICE						
	59101	020208	IC	00874	110698	00223467	119.75	IC TRNSF PMT 578 57801	301602 Y03464 01
			IC	00874A	110698	00223467	15.90	IC TRNSF PMT 578 57801	301602 Y03464 02
			IC	03223	121198	00234459	15.90	IC TRNSF PMT 578 57801	301602 Y03533 01
			IC	03223A	121198	00234459	119.75	IC TRNSF PMT 578 57801	301602 Y03533 02
		020208		271.30					
		020214	TELEPHONE-CELLULAR SERVICE						
	59101	020214	CA	01618	110698	00224671	80.39	AIRTOUCH CELLULAR BELLEVUE -CC	
			CA	04125	121898	00237913	77.48	AIRTOUCH CELLULAR BELLEVUE -CC	
			CA	99250	100998	00215523	66.45	AIRTOUCH CELLULAR, BELLEVUE	
		020214		224.32					
		020301	TRANSPORTATION ALLOWANCE						
	59101	020301	MC	081782	102798	00221366	53.30	DESPIEGELAERE	KATHRYN
			MC	081783	102798	00221366	132.28	DESPIEGELAERE	KATHRYN
			MC	081784	102798	00221366	146.18	DESPIEGELAERE	KATHRYN
		020301		331.76					
		020305	MESSENGER SERVICE						
	59101	020305	CA	00686	102798	00221148	18.05	ROADRUNNER TRANSPORTATION INC	
			CA	01741	110698	00223533	8.25	ROADRUNNER TRANSPORTATION INC	
			CA	03238	120898	00234433	6.15	ROADRUNNER TRANSPORTATION INC	
			CA	03874	120898	00234433	15.25	ROADRUNNER TRANSPORTATION INC	
			CA	05305	121898	00240007	5.00	ROADRUNNER TRANSPORTATION INC	
		020305		52.70					
		020501	PRINTING & STATIONERY						
	59101	020501	CA	01054	103098	00221373	304.14	ST PAUL CITY OF FIN/TREAS DIV	
			CA	01068	103098	00221373	286.69	ST PAUL CITY OF FIN/TREAS DIV	
			CA	01617	110698	00223516	88.00	ST PAUL CITY OF FIN/TREAS DIV	
			CA	03196	120898	00234434	173.81	ALBINSON	
			CA	05287	121898	00240008	217.94	THOELE PRINTING	
			CA	05298	121898	00240008	129.76	THOELE PRINTING	

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	59101	020501	CA	05319	121898	00239604	494.13	ST PAUL CITY OF FIN/TREAS DIV
			CA	97990	100298	00212766	138.02	THOELE PRINTING
		020501					1,832.49	
		020803	EQUIPMENT & MACHINERY REPAIRS					
	59101	020803	PV	036508	103098	00221376	357.24	IKON OFFICE SOLUTIONS
		020803					357.24	
		020909	PARKING SPACE					
	59101	020909	CA	03879	120898	00234435	37.99	IMPERIAL PARKING INC
			IC	11154P	100298	00211732	40.00	IC TRNSF PMT 576 57601 360205
			IC	11254P	120898	00233515	40.00	IC TRNSF PMT 576 57601 360205
			IC	112830	121198	00234459	40.00	IC TRNSF PMT 576 57601 360205
		020909					157.99	
		021401	MEMBERSHIP & DUES					
	59101	021401	CA	00713	102798	00221149	40.00	MINN TRANSPORTATION ALLIANCE
		021401					40.00	
		021403	CONFERENCE & SEMINAR EXPENSES					
	59101	021403	CA	00375	102798	00221150	150.00	HILTON WASHINGTON HOTEL
			CA	01742	110698	00224672	144.00	BRUMFIELD
			CA	82460	110698	00224673	443.00	DESPIEGELAERE
		021403					737.00	
		021409	CED MEETING EXPENSES ACCOUNT					
	59101	021409	CA	01048	103098	00222317	10.80	DESPIEGELAERE
			CA	01070	103098	00222317	5.80	DESPIEGELAERE
			CA	01619	110698	00224674	111.92	CAFE MINNESOTA
			CA	01620	110698	00224674	116.10	CAFE MINNESOTA
			CA	04097	121898	00240009	3.00	METROPOLITAN MOSQUITO CONTROL
			CA	04952	121898	00240010	141.97	DESPIEGELAERE
			CA	05314	121898	00240011	102.81	DESPIEGELAERE
			CA	98506	100298	00212767	1.50	METROPOLITAN MOSQUITO CONTROL
			CA	98782	100298	00212768	88.50	CITTI CAFFE
			CA	98784	100298	00212769	36.00	DESPIEGELAERE

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		021409		618.40				
		030101	OFFICE SUPPLIES					
	59101	030101	CA	01054A	103098	00221373	1.13	ST PAUL CITY OF FIN/TREAS DIV
			CA	01068A	103098	00221373	53.20	ST PAUL CITY OF FIN/TREAS DIV
			CA	01617A	110698	00223516	56.88	ST PAUL CITY OF FIN/TREAS DIV
			PV	036750	110698	00223517	6.35	IKON OFFICE SOLUTIONS
			PV	037313	112598	00228830	134.67	U S OFFICE PRODUCTS
			PV	037690	120898	00233559	20.09	U S OFFICE PRODUCTS
			PV	037860	121898	00240012	278.52	U S OFFICE PRODUCTS
			CA	05319A	121898	00239604	5.60	ST PAUL CITY OF FIN/TREAS DIV
		030101		556.44				

RAMSEY COUNTY REGIONAL RAILROAD AUTH 74,578.11

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NORTHEAST CORRIDOR MAINT

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NORTHEAST CORRIDOR MAINT								
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59109	020193	IC	00381	110698	00223467		676.80	IC TRNSF PMT 400 47109 300418 B04709 01
		IC	00381A	110698	00223467		51.20	IC TRNSF PMT 400 47101 300166 B04709 02
		IC	01062	110698	00223467		659.88	IC TRNSF PMT 400 47109 300418 B04767 01
		IC	01062A	110698	00223467		49.92	IC TRNSF PMT 400 47109 300166 B04767 02
		IC	03228	121198	00234459		1,015.20	IC TRNSF PMT 400 47109 300418 B04812 01
		IC	03228A	121198	00234459		76.80	IC TRNSF PMT 400 47101 300166 B04812 02
		IC	03228B	121198	00234459		14.00	IC TRNSF PMT 400 47105 360202 B04812 03
	020193						2,543.80	
	030507	SIGNS & SIGN REPAIRS						
59109	030507	PV	036480	110398	00223380		1,440.00	WARNING LITES OF MN
	030507						1,440.00	
NORTHEAST CORRIDOR MAINT							3,983.80	

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NE CORRIDOR BEAM TO N CNTY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
NE CORRIDOR BEAM TO N CNTY								
	020192	SURVEYING SERVICE						
59112	020192	CA	03243	120898	00234436		980.00	HANSEN THORP PELLINEN OLSON
	020192						980.00	
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59112	020193	IC	01063	110698	00223467		1,269.00	IC TRNSF PMT 400 47109 300418 B04766 01
		IC	01063A	110698	00223467		96.00	IC TRNSF PMT 400 47109 300166 B04766 02
		IC	01083	110698	00223467		1,421.28	IC TRNSF PMT 400 47109 300418 B04710 01
		IC	01083A	110698	00223467		107.52	IC TRNSF PMT 400 47109 300166 B04710 02
		IC	03232	121198	00234459		16.92	IC TRNSF PMT 400 47109 300418 B04811 01
		IC	03232A	121198	00234459		1.28	IC TRNSF PMT 400 47101 300166 B04811 02
	020193						2,912.00	
NE CORRIDOR BEAM TO N CNTY							3,892.00	

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RIVERVIEW CORRIDOR FED STDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
RIVERVIEW CORRIDOR FED STDY									
		020102	CONSULTING SERVICES						
	59115	020102	CA	05289	121898	00240013	50.00	STEVENS	KEN
			CA	ADJ010	121198	00000000	2,356.00	REGIONAL RAIL JE3455	
		020102	2,406.00						
		020193	COUNTY PROJECT MANAGEMENT SERVICES						
	59115	020193	IC	04128	121898	00240014	569.80	IC TRNSF PMT 400 47101	300434 804813 01
			IC	04128A	121898	00240015	17.10	IC TRNSF PMT 400 47101	300166 804813 02
			CA	ADJ011	121198	00000000	2,189.18	REGIONAL RAIL JE3455	
		020193	2,776.08						
RIVERVIEW CORRIDOR FED STDY						5,182.08			

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RIVERVIEW CORRIDOR FED STDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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FUND 591 TOTAL							87,635.99	
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Minnesota Department of Transportation

Office of Freight, Railroads, & Waterways

925 Kelly Annex, MS470
395 John Ireland Blvd.
St. Paul, MN 55155

Phone: 612/ 296-0355

Fax: 612/ 297-1887

Janice Rettman
County Commissioner - District 3
City Hall/Court House
15 West Kellogg Blvd.
Suite 220
St. Paul, MN 55102

Phone: (651) 296-1618

E-mail: bob.hohl@dot.state.mn.us

January 22, 1999

Dear Commissioner Rettman:

Re: Quick Response Meeting Re: CP Rwy. Corridor abandonment of the St. Paul Terminal
Trackage Southeast of Jackson Street Line, St. Paul, MN in Ramsey County.
(STB Docket No.: AB-57 (Sub-No. 46X))

Mn/DOT will be holding a meeting and discussion, of the CP Rwy. abandonment. A determination should be made as to the impact of the abandonment and also determine if there are groups or individuals concerned about the future plans of the Railroad Property after the abandonment has taken place. If a group or agency has an interest in acquiring the railroad corridor, a lead agency and "Preservation Team" needs to be identified.

A meeting will be held on February 1, 1999 (Monday) in the Kelly Inn, 9th. floor conference Room, from 10:00 AM to 11:30 AM. at 161 St. Anthony Avenue, in St. Paul.

We would like to thank you for your interest and participation in the abandonment process. If this letter should have been sent to someone else in your organization, please forward it to the proper person.

Please don't hesitate to call me if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read 'R. E. Hohl'.

Robert E. Hohl
Senior Transportation Planner,
Manager State Rail Bank Program

A handwritten note in cursive script, appearing to read 'Set #s phone'.

29920

SERVICE DATE - JANUARY 20, 1999

DO

FR-4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-57 (Sub-No. 46X)]

Soo Line Railroad Company--Abandonment Exemption--in St. Paul, Ramsey County,
MN

On December 31, 1998, Soo Line Railroad Company, doing business as Canadian Pacific Railway (Soo), filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a line of railroad known as the St. Paul Terminal Trackage extending from milepost 17.29± (southeast of Jackson Street) to the end of the line at milepost 18.19± (near I-35E North), a distance of .90± miles in Ramsey County, MN. The line traverses U.S. Postal Service Zip Code 55117 and includes no stations.

The line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by Oregon Short Line R. Co.--Abandonment--Goshen, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by April 20, 1999.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by the filing fee, which currently is set at \$1,000. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than February 9, 1999. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-57 (Sub-No. 46X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; and (2) Diane P. Gerth, 150 South Fifth Street, Minneapolis, MN 55402. Replies to the Soo petition are due on or before February 9, 1999. * 10 copies

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1545. [TDD for the hearing impaired is available at (202) 565-1695.] *

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing

of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

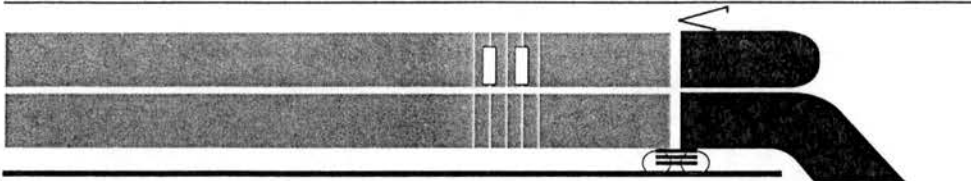
Board decisions and notices are available on our website at
“WWW.STB.DOT.GOV.”

Decided: January 12, 1999.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams

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

February 9, 1999

1:30 p.m.

Third Floor Council Chambers Courthouse

1. * Report of the St. Paul Transit Vision Advisory Task Force - Co-chairs Ruby Hunt, John Labosky and Art Leahy
2. * State and federal legislative update
3. * Approve representative and alternate to the Red Rock Corridor Joint Powers Board
4. * Ratify quarterly report of payments for October 1 through December 31, 1998.

* Action is requested

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Leary
Authorized Signature

2/1/99
Date

Board Action Requested

Report of the St. Paul Transit Vision Advisory Task Force Co-Chairs – Ruby Hunt, John Labosky and Art Leahy.

ACTION IS REQUESTED

Request Justification

See resolution and recommendations attached.

Budgeting and Accounting

County Attorney

Risk Management

Art Leahy
Art Leahy

Documentation certified complete for:

February 9, 1999

Board Date

Kristine A. Longhenry
Signature

2-2-99

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The St. Paul Transit Vision Advisory Task force was appointed by the Chair of the Ramsey County Board of Commissioners, the Chair of the Ramsey County Regional Railroad Authority and the Mayor of the City of St. Paul, and

WHEREAS, The St. Paul Transit Vision Advisory Task Force has met eleven times between October 1, 1998 and January 28, 1999 to discuss transit, establish goals for transit and make recommendations on transit for the metro east area, and

WHEREAS, The St. Paul Transit Vision Advisory Task Force has made the following recommendations:

1. Transit is an integral part of the regional transportation system.
 2. Transit is essential.
 3. Transit priorities need to be part of a master plan.
 4. Transit, land use and urban design need to go hand in hand.
 5. Transit needs a dedicated source of stable funding in addition to property tax revenues.
 6. There are exceptional opportunities for federal funding for this region.
 7. The region needs a transit system that includes bus and rail.
 8. The commitment to transit needs to be substantially increased.
 9. Investment in rail components as part of a regional transit system must be initiated now.
 10. St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.
 11. The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.
- 

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

12. The optimum transit solution should be sought for each corridor.
13. Transit enhancements in addition to major investments, need to occur now.
14. The benefits of transit and the need for transit must be communicated.
15. A complementary balance must be found among transportation modes.

Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority endorses the recommendations of the Task Force, thanks its members for their time and considerable effort in formulating the recommendations and resolves to implement the recommendations that are within its scope and work with others to implement the remaining recommendations.

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

ST. PAUL TRANSIT VISION ADVISORY TASK FORCE

Recommendations of St. Paul Transit Vision Advisory Task Force

January 28, 1999

Thoughtful and searching discussions by the St. Paul Transit Vision Advisory Task Force have resulted in conclusions that are encompassing, bold and stem from a few simple precepts.

1. Transit is an integral part of the regional transportation system.

Transit is defined as a public share ride system. It includes buses, shuttles, trolleys, commuter rail and light rail as technology suitable to the region.

There is finite space on roads and highways. Transit is consistent with Livable Communities vision and priorities. It has an ecologically prudent outcome. It reduces congestion on existing roads and highways. It can help preserve the quality of life in congestion-threatened areas. Larger numbers of people can use transportation systems if transit is part of the system. Transit makes more efficient use of existing infrastructure.

2. Transit is essential.

East metro residents, employees and visitors need to get to jobs, recreation and shopping. We need to have choices about how to get to our destinations. Those who can't drive need transit. Those who can drive need transit too. Transit benefits economically diverse residents of the region, even those who don't use it.

Transit can reduce highway congestion by reducing the number of vehicles on our highways. No other alternative has proven to be an effective, long-term solution for highway congestion in a metro area. It also significantly reduces the need for downtown parking which has a positive effect on downtown areas and allows people to come downtown without personal vehicles.

Transit helps our economy. Adequate transit allows employees to get to jobs in reduced times and it reduces travel costs. Adequate transit provides employers with a larger potential number of employees. Transit supports redevelopment and reinvestment in cities.

We want those small town qualities. We want the comfort of community, the security cemented in enduring relationships, the responsibility inspired by a sense of belonging. But, we want those small town qualities with access to big city opportunities: the

excellent parks, walkable neighborhoods, good restaurants, the museums. We want easy access to the games, the shows, the attractions.

3. Transit priorities need to be part of a master plan.

The recommendations being made by the St. Paul Transit Vision Advisory Task Force are being forwarded to the St. Paul City Council and Ramsey County Board of Commissioners. These recommendations should be considered as part of the city's and county's comprehensive plans. They should also be part of the larger regional long-range transit plan. The master plan should describe the relationship of land use and transportation. It should describe development in stages we can manage. The plan needs to start with the central cities. It should be bold and visionary.

4. Transit, land use and urban design need to go hand in hand.

Major investments in transit need to be made with economic development and urban design in mind. Selecting technology and locations where economic development can be stimulated by transit is an important consideration. Attention must be paid to the impacts on existing businesses during construction and operation of major transit investments. City, regional and state policies need to support the land use relationship with transit and promote transit developments in core areas of the region. Zoning laws, design standards, land use policies and development incentives must complement transit and our neighborhoods.

5. Transit needs a dedicated source of stable funding in addition to property tax revenues.

Transit is worthy of substantial and sustainable public funding support. The benefits are borne out in great urban centers such as Toronto, Vancouver, Portland, New York, Washington, D.C. and Boston and can be realized here as well. Transit is an important tool in economic development.

Unlike highways, which are funded in this region by a constitutionally dedicated gas tax, transit has no guaranteed funding source. Currently, the Twin Cities transit system relies heavily on property tax revenues and on state funds allocated by the Legislature. It has been underfunded in this region in comparison to comparable U.S. cities.

6. There are exceptional opportunities for federal funding for this region.

The major federal transportation funding bill, TEA 21, offers opportunities for federal funding for transit initiatives. Although the federal allocation process is extremely competitive, with requests far outpacing available funding, this region has a strong congressional delegation and has an opportunity to maximize the federal dollars coming to this region, rather than having them spent elsewhere. There is an urgency to this issue because of the great need in this region and because current opportunities may not

continue for a lengthy period of time. Federal dollars are our tax dollars too. They must be spent wisely on good transit projects.

7. **The region needs a transit system that includes bus and rail.**

Buses are the backbone of our current transit system. Buses provide service and coverage that are essential to our region and need to be expanded. As light rail and commuter rail choices become available here, the necessity for good bus service increases. Buses and rail are complementary, not competitive. Funding of other transit alternatives must not be done at the expense of regular route bus operations.

8. **The commitment to transit needs to be substantially increased.**

The marketplace is demanding more transit services than are currently available. Recent bus ridership increases have outpaced small increases in service. There is an unmet demand for transit in this region.

Transit services in this region need to be doubled in the next five to ten years.

9. **Investment in rail components as part of a regional transit system must be initiated now.**

Rail transit can enhance transit systems, as has been demonstrated in other cities. The land use impacts, operating efficiencies, permanence and image of the transit system are positively impacted by rail transit. Rail transit is a tangible commitment to improved transit choices and service for the region.

10. **St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.**

Light rail transit in the Hiawatha Corridor is a priority for Hennepin County, Minneapolis and the region. Resources are being sought to complete this project. St. Paul and Ramsey County need to advocate for better transit for the east metro region.

11. **The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.**

The Hiawatha Corridor is moving forward as a light rail transit line connecting downtown Minneapolis, the Minneapolis/St. Paul International Airport and the Mall of America. The Riverview and Central Corridors complete the connection to downtown St. Paul. Both should be locations for major transit improvements.

Transit investments must be made with sensitivity to and involvement of the neighborhoods, residents, institutions and businesses where they are located.

12. The optimum transit solution should be sought for each corridor.

A transit corridor is the geographic spine where transit is located. No single transit solution fits every corridor. Bus improvements may be appropriate in one corridor. Another corridor may warrant a busway, with buses operating on dedicated right of way. Yet another corridor may be the ideal location for light rail transit or commuter rail.

13. Transit enhancements, in addition to major investments, need to occur now.

In addition to undertaking major investments in transit, there are other transit improvements that should be initiated now. They include:

Service Levels

Endorse a 100% increase in transit service (including new routes and more frequent service on existing routes) for this region in five to ten years.

Planning

Make the community (cities, neighborhoods, district councils) aware of the importance of addressing land use issues for any future transit improvements and technologies.

Serious consideration of LRT for the east metro should not precede the building of an expanded network of transit services as a logical part of a greater scheme. This could be in tandem with the development of LRT, which takes a longer period of time to plan and construct than implementing a new bus route.

Facilities

Build park and ride hubs at strategic suburban locations, on each main highway near the 494/694 ring.

Provide super bus hubs where transit service is coordinated with shuttles.

Provide pedestrian amenities at service centers for bus patrons – more options, longer hours, more services, such as coffee retail convenience outlets with light food and beverage service.

Create pedestrian and bicycle friendly environments in coordination with land use.

Improve bus amenities such as signage, schedules and more frequent cleaning of buses and shelters. Build more partnerships between business, neighborhoods and Metro Transit.

Funding

Metro Transit must get a dedicated piece of the gas tax because transit reduces congestion and improves the usability of highways for personal vehicles.

Incentives

Create incentives for employers to subsidize transit use.

Have options for bus passes for days, weekends and for families on weekends.

14. The benefits of transit and the need for transit must be communicated.

Better communication tools need to be implemented to make the case for transit. The communication tools should focus on funders, employers and existing and potential transit users.

15. A complementary balance must be found among transportation modes.

Setting aside old conflicts and building coalitions of transit and highway interests are essential components of providing better mobility for the region. Coalitions need to find a way to balance funding priorities for transportation projects so that the region's needs are met.

We are asking policy makers to collaborate. We are asking policy makers to get this done. The time to implement is now.

St. Paul Transit Vision Advisory Task Force Members

Ruby Hunt, Co-Chair
Macalaster-Groveland area resident

John Labosky, Co-Chair
Capitol City Partnership

Art Leahy, Co-Chair
Metro Transit

David Burley
Highland Business Association

Buzz Cummins
St. Paul Transportation Management Organization

Natalio Diaz
Metropolitan Council

Carol Frey
New Brighton Chamber of Commerce

Linda Jungwirth
Assistant to Commission Janice Rettman

Corbin Kidder
Senior Federation

Mat Hollinshead
University United

Brian Merchant
Highland District Council

Richard Miller
West Seventh Federation

Paul Mohrbacher
Capital River Council

Al Shetka
City of St. Paul

Jill Smith
Phalen Initiative, East Side Area Business Association

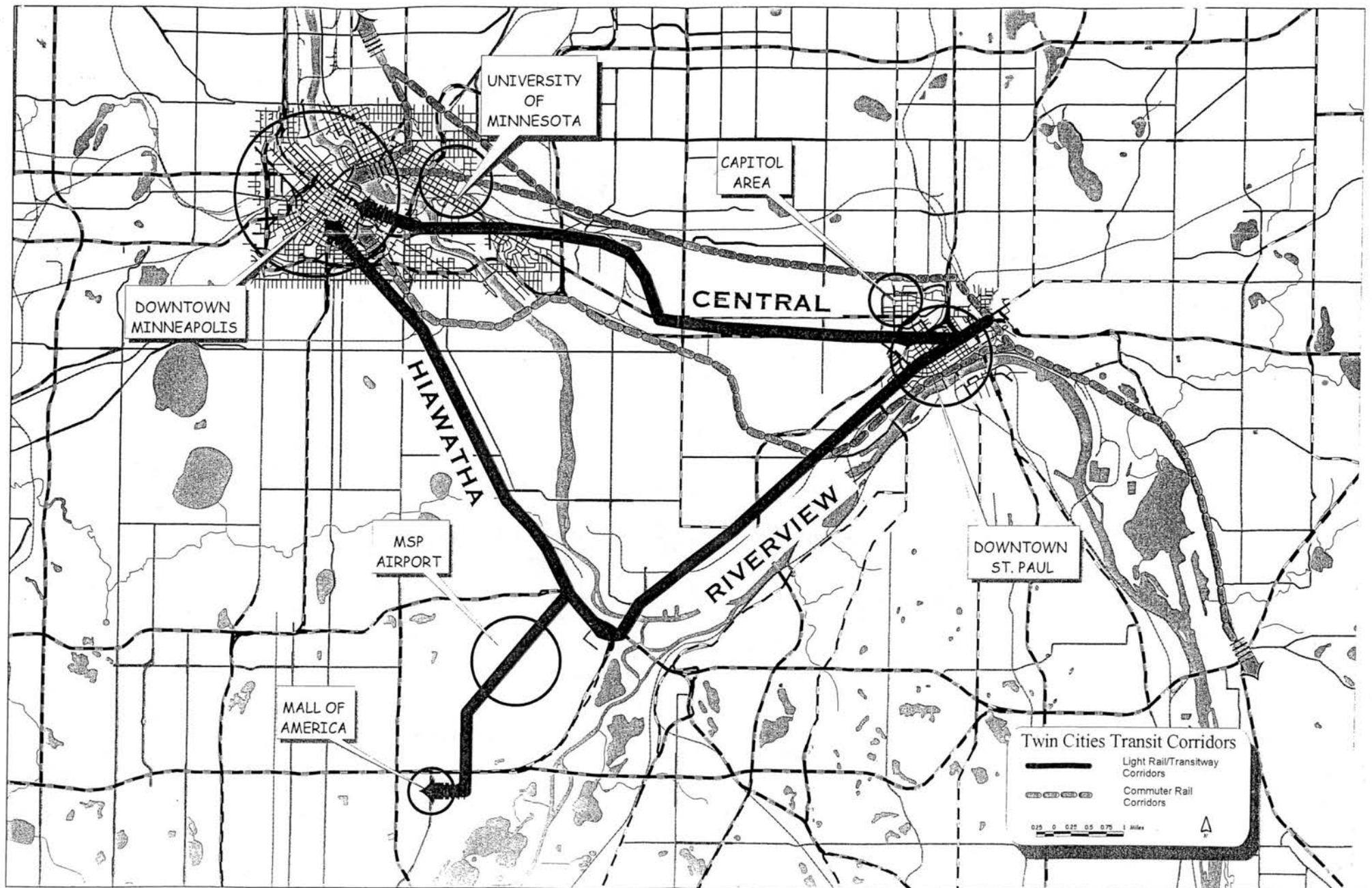
Barb Thoman
Transit for Livable Communities

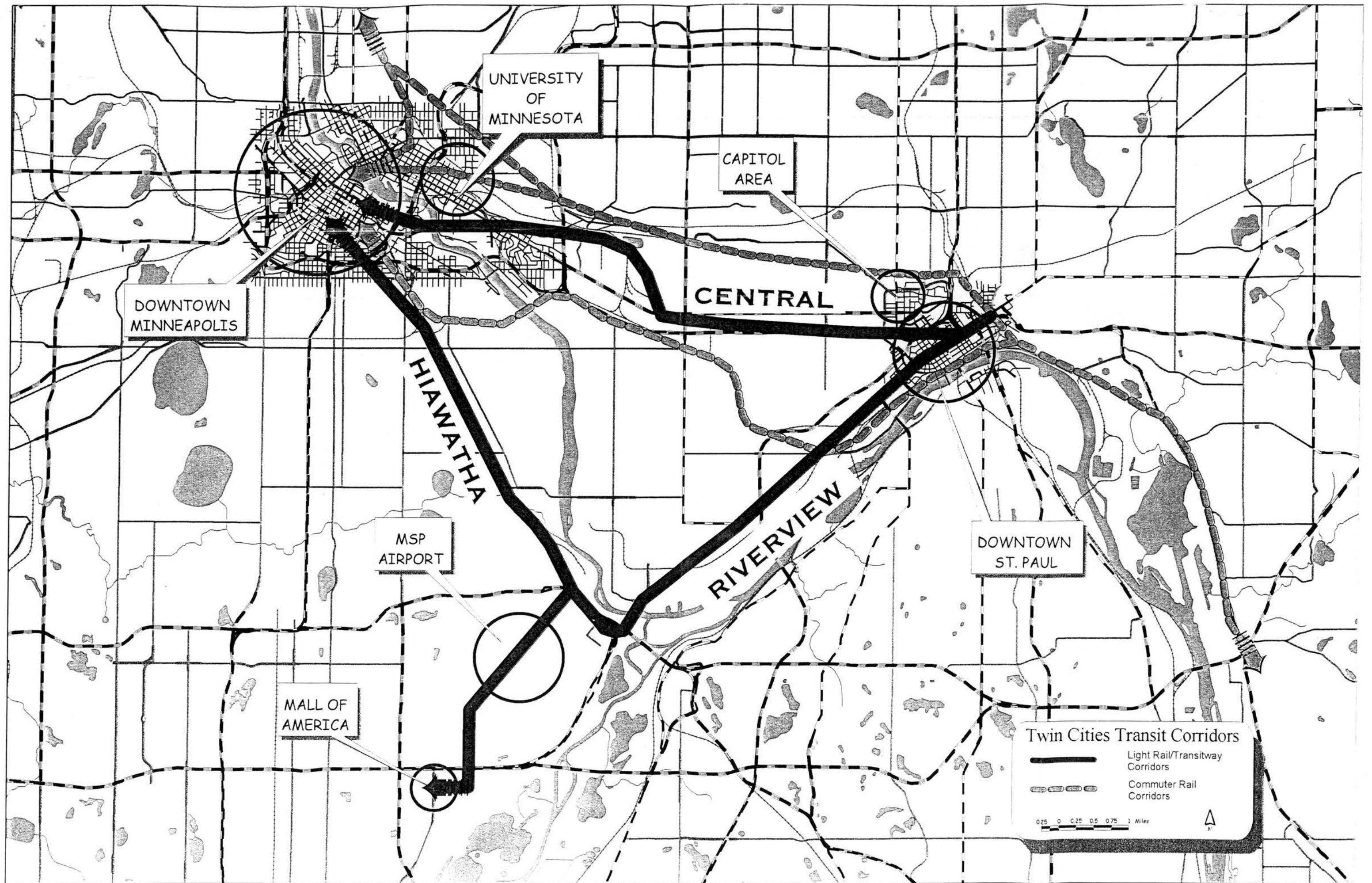
Larry Vanden Plas
Suburban Chamber of Commerce

Bob Wicker
Midway Chamber of Commerce

Robert Wider
St. Paul Area Chamber of Commerce

Members' votes on recommendations were a consensus. Consensus means that a strong majority agreed. In some instances, the organizations appointing members may not have taken a position on these issues and therefore the member voted his or her own opinions based on many hours of presentations and discussion.





RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn H. Spiegel
Authorized Signature

2/1/99
Date

Board Action Requested

State and federal legislative update.

ACTION MAY BE TAKEN

Request Justification

See Legislative Program from Metropolitan Light Rail Transit Joint Powers Board (attached).

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 9, 1999

Board Date

Kristine A. Longhenry
Signature

2-2-99

Date

Metropolitan Light Rail Joint Powers Board 1999 Legislative Program

Support the Metropolitan Council's 1999 Legislative Funding Request Package

- Increase state funding for metro transit programs from \$98.7 million to \$120.6 million.
- \$52 million in metro bond authorization to fund the council's transit capital improvement program.
- State bonding for certain long-term capital projects such as bus garages, transitways, transit stations and park-and-ride facilities.
- Creation of a stable and predictable regional bonding authority for basic transit capital investments.

State Funding for Light Rail, Commuter Rail and other Transitway Projects

- \$60 million as the final state installment to construct LRT in the Hiawatha Corridor.
- \$10 million to continue development of the Northstar Corridor.
- \$29 million for Transitway development in the East Metro area, including the Riverview and Red Rock Corridors.
- \$1 million to continue studies on other key transitway corridors in the region.

Welfare-to-Work Transportation

- \$2 million appropriated in 1997 to metro counties for welfare-to-work transportation projects.
- 2000-2001 biennial request will be based on outcome of welfare-to-work transportation study which is to be completed in early February.
- Modify state law to allow the seven metropolitan counties to purchase bus passes under Metro Transit's discounted bus pass program for county welfare and training employment clients to assist with job search related transportation on the regional transit system.

Commuter Rail Policies

- Endorse the commuter rail starter system identified in MNDOT's Commuter Rail Study, including the Northstar Corridor, the Red Rock Corridor, the connection between

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhenry
Authorized Signature

2/1/99
Date

Board Action Requested

Approve a representative and alternate to the Red Rock Corridor Joint Powers Board.

ACTION IS REQUESTED

Request Justification

Approve a representative and alternate for the corridor between Hastings – St. Paul – Minneapolis. The representative and alternate must be Ramsey County Regional Railroad Authority members.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 9, 1999

Board Date

Kristine A. Longhenry
Signature

2-2-99

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

February 2, 1999
Date

Board Action Requested

Ratify quarterly report of payments for October 1 through December 31, 1998.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Van Houdt, dated January 26, 1999
 3. Budget Condition Report as of December 31, 1998

Budgeting and Accounting

A. C. Dettl

County Attorney

Don MacIntosh

Risk Management

Documentation certified complete for:

February 9, 1999
Board Date

Kristine A. Longhenry
Signature

2-2-99
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

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

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

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

1



Office of Budgeting and Accounting

James Van Houdt, Director

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

Tel: 651-266-8041
Fax: 651-266-8066

MEMORANDUM

TO: Terry Schutten, County Manager

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

DATE: January 26, 1999

SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: October - December 1998

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

A summary of the payments for the period is:

59101 Regional Railroad Authority Administration	\$ 74,578.11
59109 Northeast Corridor Maintenance Kellogg to Beam	3,983.80
59112 Northeast Corridor Beam to No. County Line	3,892.00
59115 Riverview Major Investment Study	<u>5,182.08</u>
	<u>\$87,635.99</u>

We are attaching the following reports:

- A. Budget Condition Report as of December 31, 1998.
- B. Detail Disbursements for the period October through December, 1998.

JVH:TCO:tco
Attachments

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



RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	CONSULTING SERVICES							
020102	49,243.08	21,245.54	26,364.55	27,997.54	1,632.99	0.00	5,756.92	43.14
--								
	STATE AUDITOR							
020122	2,100.00	1,345.50	0.00	754.50	754.50	0.00	0.00	64.07
--								
	LEGISLATIVE REPRESENTATIVE							
020154	35,000.00	20,830.00	4,170.00	14,170.00	10,000.00	0.00	0.00	59.51
--								
	COUNTY ATTORNEY SERVICES							
020174	3,329.00	8,302.80	0.00	4,973.80CR	4,973.80CR	0.00	0.00	249.41
--								
	COUNTY MANAGER-SERVICES							
020176	2,000.00	0.00	0.00	2,000.00	2,000.00	0.00	0.00	
--								
	BUDGETING AND ACCOUNTING SERVICES							
020179	6,000.00	6,514.41	0.00	514.41CR	514.41CR	0.00	0.00	108.57
--								
	DATA PROCESSING SERVICES-MTCE							
020185	12,580.54	9,486.35	0.00	3,094.19	3,094.19	3,580.54	0.00	75.40
--								
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	121,458.47	99,939.44	0.00	21,519.03	21,519.03	0.00	8,695.53	82.28
--								
	POSTAGE							
020202	1,500.00	684.50	0.00	815.50	815.50	0.00	0.00	45.63
--								
	TELEPHONE LONG DISTANCE CHARGES							
020207	200.00	146.93	0.00	53.07	53.07	0.00	0.00	73.47
--								
	TELEPHONE-LOCAL SERVICE							
020208	2,100.00	1,069.30	0.00	1,030.70	1,030.70	0.00	0.00	50.92
--								
	TELEPHONE-EQUIPMENT RENTAL							
020209	200.00	0.00	0.00	200.00	200.00	0.00	0.00	
--								
	TELEPHONE-CELLULAR SERVICE							
020214	0.00	550.84	0.00	550.84CR	550.84CR	0.00	0.00	
--								
	PAGER SERVICES							
020217	0.00	79.88	0.00	79.88CR	79.88CR	0.00	0.00	
--								

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
020301	TRANSPORTATION ALLOWANCE 1,600.00	1,219.47	0.00	380.53	380.53	0.00	0.00	76.22
020305	MESSENGER SERVICE 850.00	243.80	0.00	606.20	606.20	0.00	0.00	28.68
020402	ADVERTISING & PROMOTION 0.00	26.03	0.00	26.03CR	26.03CR	0.00	0.00	
020501	PRINTING & STATIONERY 5,000.00	4,905.39	0.00	94.61	94.61	0.00	0.00	98.11
020611	LIABILITY & PROPERTY DAMAGE 850.00	1,372.50	0.00	522.50CR	522.50CR	0.00	0.00	161.47
020803	EQUIPMENT & MACHINERY REPAIRS 2,000.00	1,150.04	0.00	849.96	849.96	0.00	0.00	57.50
020906	BUILDINGS & OFFICE SPACE 12,883.00	12,662.00	0.00	221.00	221.00	0.00	0.00	98.28
020909	PARKING SPACE 800.00	660.18	0.00	139.82	139.82	0.00	0.00	82.52
021101	BOOKS, PERIODICALS, SUBSCRIPTIONS 500.00	65.00	0.00	435.00	435.00	0.00	0.00	13.00
021134	TUITION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021180	EMPLOYEE DEVELOPMENT 500.00	0.00	0.00	500.00	500.00	0.00	0.00	
021401	MEMBERSHIP & DUES 500.00	870.00	0.00	370.00CR	370.00CR	0.00	0.00	174.00
021403	CONFERENCE & SEMINAR EXPENSES 10,263.00	16,501.24	0.00	6,238.24CR	6,238.24CR	0.00	0.00	160.78
021407	OTHER TRAVEL 10,000.00	0.00	0.00	10,000.00	10,000.00	0.00	0.00	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY			* CONTINUED *				
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	200.00	0.00	0.00	200.00	200.00	0.00	0.00
021409	CED MEETING EXPENSES ACCOUNT	2,950.00	1,539.18	0.00	1,410.82	1,410.82	0.00	50.00 52.18
022213	TRANSIT JOINT POWERS	20,000.00	19,670.00	0.00	330.00	330.00	0.00	0.00 98.35
TOTL 02	305,607.09	231,080.32	30,534.55	74,526.77	43,992.22	3,580.54	14,502.45	75.61
030101	OFFICE SUPPLIES	2,800.00	894.09	0.00	1,905.91	1,905.91	0.00	0.00 31.93
030201	COMPUTER OPERATING SUPPLIES	1,000.00	329.29	0.00	670.71	670.71	0.00	0.00 32.93
TOTL 03	3,800.00	1,223.38	0.00	2,576.62	2,576.62	0.00	0.00	32.19
040303	OFFICE FURNITURE AND EQUIPMENT	800.00	0.00	0.00	800.00	800.00	0.00	0.00
040306	COMMUNICATIONS EQUIPMENT	2,176.38	2,176.38	0.00	0.00	0.00	2,176.38	0.00 100.00
CURR ORG-TOT	312,383.47	234,480.08	30,534.55	77,903.39	47,368.84	5,756.92	14,502.45	75.06

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R97 59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
000000	46,590.17	46,590.17	0.00	0.00	0.00	0.00	17,296.49	100.00
ORG-TOT	358,973.64	281,070.25	30,534.55	77,903.39	47,368.84	5,756.92	31,798.94	78.30

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	RCRRA - PHASE 1 PRELIMINARY ENGINEERING							
020102	CONSULTING SERVICES 25,321.34CR	0.00	0.00	25,321.34CR	25,321.34CR	0.00	100,959.02	
020174	COUNTY ATTORNEY SERVICES 4,278.06	0.00	0.00	4,278.06	4,278.06	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 1,134.14	0.00	0.00	1,134.14	1,134.14	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 1,202.17	0.00	0.00	1,202.17	1,202.17	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 78.92	0.00	0.00	78.92	78.92	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 17,223.70	0.00	0.00	17,223.70	17,223.70	0.00	0.00	
020194	PUBLIC INFORMATION SERVICES 1,051.68	0.00	0.00	1,051.68	1,051.68	0.00	0.00	
020202	POSTAGE 10.98	0.00	0.00	10.98	10.98	0.00	0.00	
020305	MESSENGER SERVICE 49.05	0.00	0.00	49.05	49.05	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 179.90	0.00	0.00	179.90	179.90	0.00	0.00	
020501	PRINTING & STATIONERY 12.11	0.00	0.00	12.11	12.11	0.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	0.00	0.00	
021407	OTHER TRAVEL 0.36	0.00	0.00	0.36	0.36	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 0.27	0.00	0.00	0.27	0.27	0.00	0.00	
TOTL 02	0.00	0.00	0.00	0.00	0.00	0.00	100,959.02	
ORG-TOT	0.00	0.00	0.00	0.00	0.00	0.00	100,959.02	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59105	PHASE II PE-MIDWAY CORRIDOR							
020102	CONSULTING SERVICES 333,715.42	0.00	0.00	333,715.42	333,715.42	0.00	178,371.19	
020174	COUNTY ATTORNEY SERVICES 46,640.56	0.00	0.00	46,640.56	46,640.56	0.00	0.00	
020176	COUNTY MANAGER-SERVICES 2,728.59	0.00	0.00	2,728.59	2,728.59	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 9,806.30	0.00	0.00	9,806.30	9,806.30	0.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 494.91	0.00	0.00	494.91	494.91	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 72,796.15	0.00	0.00	72,796.15	72,796.15	0.00	0.00	
020202	POSTAGE 3,412.81	0.00	0.00	3,412.81	3,412.81	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 3,976.60	0.00	0.00	3,976.60	3,976.60	0.00	0.00	
020501	PRINTING & STATIONERY 9,832.06	0.00	0.00	9,832.06	9,832.06	0.00	0.00	
021226	COMMITTEE COMPENSATION 1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	
021407	OTHER TRAVEL 10,906.20	0.00	0.00	10,906.20	10,906.20	0.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 915.80	0.00	0.00	915.80	915.80	0.00	0.00	
TOTL 02	496,225.40	0.00	0.00	496,225.40	496,225.40	0.00	178,371.19	
ORG-TOT	496,225.40	0.00	0.00	496,225.40	496,225.40	0.00	178,371.19	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59106	RIGHT-OF-WAY ACQUISITION							
	COUNTY ATTORNEY SERVICES							
020174	151.61	0.00	0.00	151.61	151.61	0.00	0.00	
--								
	COUNTY MANAGER-SERVICES							
020176	1,344.24	0.00	0.00	1,344.24	1,344.24	0.00	0.00	
--								
	BUDGETING AND ACCOUNTING SERVICES							
020179	163.92	0.00	0.00	163.92	163.92	0.00	0.00	
--								
	DATA PROCESSING SERVICES-MTCE							
020185	329.96	0.00	0.00	329.96	329.96	0.00	0.00	
--								
	SURVEYING SERVICE							
020192	95.63	0.00	0.00	95.63	95.63	0.00	0.00	
--								
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	2,181.41CR	0.00	0.00	2,181.41CR	2,181.41CR	0.00	5,789.72	
--								
	POSTAGE							
020202	96.05	0.00	0.00	96.05	96.05	0.00	0.00	
--								
TOTL 02	0.00	0.00	0.00	0.00	0.00	0.00	5,789.72	
ORG-TOT	0.00	0.00	0.00	0.00	0.00	0.00	5,789.72	

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE							
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	31,740.00	18,926.46	0.00	12,813.54	12,813.54	22,000.00	0.00	59.63
	IMPROVEMENTS OTHER THAN BUILDINGS							
020802	9,211.00	0.00	0.00	9,211.00	9,211.00	0.00	1,920.00	
	GROUNDS-REPAIRS							
020804	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
	ASSESSMENTS							
021131	5,000.00	0.00	0.00	5,000.00	5,000.00	0.00	0.00	
	SIGNS & SIGN REPAIRS							
030507	1,920.00	1,920.00	0.00	0.00	0.00	1,920.00	0.00	100.00
CURR ORG-TOT	50,871.00	20,846.46	0.00	30,024.54	30,024.54	23,920.00	1,920.00	40.98

BA280 BUDGET CONDITION REPORT
RFBA280 01 14 99

RAMSEY COUNTY
ACCOUNTING DEPT
12 31 98

PAGE 103

PCT OF YEAR ELAPSED =100.00

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R97 59109	RCRRA - NORTHEAST CORRIDOR MAINTENANCE								
000000	5,682.02	3,952.52	0.00	1,729.50	1,729.50	0.00	14,628.30	69.56	
ORG-TOT	56,553.02	24,798.98	0.00	31,754.04	31,754.04	23,920.00	16,548.30	43.85	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59112	NE CORRIDOR BEAM TO N CO LINE							
020102	CONSULTING SERVICES 3,340.00	3,250.00	0.00	90.00	90.00	3,240.00	0.00	97.31
020192	SURVEYING SERVICE 51,132.76	31,980.00	0.00	19,152.76	19,152.76	0.00	250.00	62.54
020193	COUNTY PROJECT MANAGEMENT SERVICES 10,797.22	6,321.75	0.00	4,475.47	4,475.47	6,500.00	22,000.00	58.55
020804	GROUNDS-REPAIRS 23,500.00	0.00	0.00	23,500.00	23,500.00	0.00	6,500.00	
021205	LICENSING FEE 250.00	250.00	0.00	0.00	0.00	250.00	0.00	100.00
030507	SIGNS & SIGN REPAIRS 13,253.75	0.00	0.00	13,253.75	13,253.75	0.00	3,240.00	
040103	LAND ACQUISITION-RIGHT OF WAY 2,000,000.00	0.00	0.00	2,000,000.00	2,000,000.00	0.00	0.00	
ORG-TOT	2,102,273.73	41,801.75	0.00	2,060,471.98	2,060,471.98	9,990.00	31,990.00	1.99

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT YTD	EXPD
R97 59114	RIVERVIEW TRANSIT CORRIDOR STUDY								
000000	84,322.65	84,322.65	0.00	0.00	0.00	85,525.82	1,203.17	100.00	
ORG-TOT	93,068.18	93,068.18	0.00	0.00	0.00	94,271.35	1,203.17	100.00	

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59115	RIVERVIEW CORRIDOR - MAJOR INVESTMENT STUDY							
020102	CONSULTING SERVICES 1,280,000.00	2,406.00	1,149,505.00	1,277,594.00	128,089.00	1,280,000.00	0.00	.19
020174	COUNTY ATTORNEY SERVICES 5,000.00	0.00	0.00	5,000.00	5,000.00	5,000.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 119,500.00	2,776.08	0.00	116,723.92	116,723.92	119,500.00	0.00	2.32
020202	POSTAGE 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020207	TELEPHONE LONG DISTANCE CHARGES 1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
020501	PRINTING & STATIONERY 10,000.00	0.00	0.00	10,000.00	10,000.00	10,000.00	0.00	
021403	CONFERENCE & SEMINAR EXPENSES 12,000.00	0.00	0.00	12,000.00	12,000.00	12,000.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
021409	CED MEETING EXPENSES ACCOUNT 3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
ORG-TOT	1,437,500.00	5,182.08	1,149,505.00	1,432,317.92	282,812.92	1,437,500.00	0.00	.36

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FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59116	PHALEN BERM AGREEMENT							
	MISCELLANEOUS							
021115	32,500.00	0.00	0.00	32,500.00	32,500.00	32,500.00	0.00	
ORG-TOT	32,500.00	0.00	0.00	32,500.00	32,500.00	32,500.00	0.00	
ACT-TOT	4,577,093.97	445,921.24	1,180,039.55	4,131,172.73	2,951,133.18	1,603,938.27	369,040.41	9.74
5 FC	4,577,093.97	445,921.24	1,180,039.55	4,131,172.73	2,951,133.18	1,603,938.27	369,040.41	9.74
FUND CURR TOT	4,440,499.13	311,055.90	1,180,039.55	4,129,443.23	2,949,403.68	1,518,412.45	335,912.45	7.00
FUND R97 TOT	136,594.84	134,865.34	0.00	1,729.50	1,729.50	85,525.82	33,127.96	98.73
FUND TOTAL	4,577,093.97	445,921.24	1,180,039.55	4,131,172.73	2,951,133.18	1,603,938.27	369,040.41	9.74

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		020102	CONSULTING SERVICES						
59101	020102	CA	ADJ010	121198	00000000		-2,356.00	JE03455	
		CA	PA634	100998	00215522		3,150.00	STEVENS	KENNETH
		CA	PA634	103098	00222316		755.00	STEVENS	KENNETH
		CA	PA634	112598	00230001		1,553.88	RICHARDSON, RICHTER & ASSOC.	
		CA	PA634	121898	00240C02		6,750.00	STEVENS	KENNETH
		CA	PA689	121898	00240003		1,979.07	RICHARDSON RICHTER & ASSOC	
	020102						11,831.95		
		020122	STATE AUDITOR						
59101	020122	CA	00683	102798	00221146		211.00	MINNESOTA STATE AUDITORS	
	020122						211.00		
		020154	LEGISLATIVE REPRESENTATIVE						
59101	020154	CA	PA565	100298	00212765		2,083.00	LOCKRIDGE GRINDAL NAUEN	
		CA	PA565	102798	00221147		2,083.00	LOCKRIDGE GRINDAL NAUEN	
		CA	PA565	112598	00230002		2,083.00	LOCKRIDGE GRINDAL NAUEN	
	020154						6,249.00		
		020174	COUNTY ATTORNEY SERVICES						
59101	020174	IC	98508	100298	00211732		439.56	IC TRNSF PMT 400 40601	300908 M00820 01
		IC	98508A	100298	00211732		97.68	IC TRNSF PMT 400 40601	300908 M00829 01
		IC	98508B	100298	00211732		439.56	IC TRNSF PMT 400 40601	300908 M00836 01
		IC	98510	100298	00211732		1,636.14	IC TRNSF PMT 400 40601	300908 M00840 01
		IC	98510A	100298	00211732		390.72	IC TRNSF PMT 400 40601	300908 M00845 01
		IC	99228	100998	00213845		3,589.74	IC TRNSF PMT 400 40601	300908 M00862 01
		IC	99228A	100998	00213845		219.78	IC TRNSF PMT 400 40601	300908 M00867 01
		IC	99228B	100998	00213845		1,489.62	IC TRNSF PMT 400 40601	300908 M00878 01
	020174						8,302.80		
		020179	BUDGETING AND ACCOUNTING SERVICES						
59101	020179	IC	05309	121898	00240004		6,514.41	IC TRNSF PMT 400 40303	300908 A00933 01
	020179						6,514.41		

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020185 DATA PROCESSING SERVICES-MTCE									
59101	020185	IC	01597	110698	00223467		2,524.03	IC TRNSF PMT 574 57401	301385 C08645 01
		IC	03216	121198	00234459		129.36	IC TRNSF PMT 574 57401	301385 C08707 01
		IC	04127	121898	00240005		567.36	IC TRNSF PMT 40C 41201	300409 H01826 01
		IC	98763	100298	00211732		353.00	IC TRNSF PMT 574 57401	301385 C08562 01
020185		3,573.75							
020193 COUNTY PROJECT MANAGEMENT SERVICES									
59101	020193	IC	00378	110698	00223467		455.84	IC TRNSF PMT 400 47101	300434 B04706 01
		IC	00378A	110698	00223467		13.68	IC TRNSF PMT 400 47101	300166 B04706 02
		IC	00379	110698	00223467		9,145.29	IC TRNSF PMT 400 47101	300434 B04707 01
		IC	00379A	110698	00223467		274.46	IC TRNSF PMT 400 47101	300166 B04707 02
		IC	00380	110698	00223467		1,711.92	IC TRNSF PMT 400 47101	300418 B04708 01
		IC	00380A	110698	00223467		51.24	IC TRNSF PMT 400 47101	300166 B04708 02
		IC	01059	110698	00223467		8,461.53	IC TRNSF PMT 400 47101	300434 B04769 01
		IC	01059A	110698	00223467		253.94	IC TRNSF PMT 400 47101	300166 B04769 02
		IC	01061	110698	00223467		341.88	IC TRNSF PMT 40C 47101	300434 B04768 01
		IC	01061A	110698	00223467		10.26	IC TRNSF PMT 400 47101	300166 B04768 02
		IC	01064	110698	00223467		1,548.88	IC TRNSF PMT 400 47101	300418 B04765 01
		IC	01064A	110698	00223467		46.36	IC TRNSF PMT 400 47101	300166 B04765 02
		IC	01598	110698	00223467		36.71	IC TRNSF PMT 400 47101	300418 B04711 01
		IC	01598A	110698	00223467		1.10	IC TRNSF PMT 400 47101	300166 B04711 02
		IC	01598B	110698	00223467		88.92	IC TRNSF PMT 400 47110	300418 B04711 03
		IC	01598C	110698	00223467		2.67	IC TRNSF PMT 40C 47101	300166 B04711 04
		IC	03224	121198	00234459		9,686.60	IC TRNSF PMT 400 47101	300434 B04814 01
		IC	03224A	121198	00234459		290.70	IC TRNSF PMT 400 47101	300166 B04814 02
		IC	03236	121198	00234459		2,170.47	IC TRNSF PMT 400 47101	300418 B04810 01
		IC	03236A	121198	00234459		64.97	IC TRNSF PMT 400 47101	300166 B04810 02
		CA	ADJ011	121198	00000000		-2,189.18	JE03455	
020193		32,468.24							
020202 POSTAGE									
59101	020202	IC	01057	110698	00223467		59.27	IC TRNSF PMT 521 52104	350323 W03854 01
		IC	03241	121198	00234459		96.98	IC TRNSF PMT 521 52104	350323 W03869 01
		IC	98018	100298	00211732		39.75	IC TRNSF PMT 521 52104	350323 W03815 01
020202		196.00							
020207 TELEPHONE LONG DISTANCE CHARGES									
59101	020207	IC	01084	110698	00223467		19.13	IC TRNSF PMT 578 57801	301601 Y03398 01
		IC	05306	121898	00240006		13.16	IC TRNSF PMT 578 57801	301601 Y03592 01

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	59101	020207	IC	98785	100998	00213845	19.03	IC TRNSF PMT 578 57801	301601 Y03371 01
		020207		51.32					
		020208	TELEPHONE-LOCAL SERVICE						
	59101	020208	IC	00874	110698	00223467	119.75	IC TRNSF PMT 578 57801	301602 Y03464 01
			IC	00874A	110698	00223467	15.90	IC TRNSF PMT 578 57801	301602 Y03464 02
			IC	03223	121198	00234459	15.90	IC TRNSF PMT 578 57801	301602 Y03533 01
			IC	03223A	121198	00234459	119.75	IC TRNSF PMT 578 57801	301602 Y03533 02
		020208		271.30					
		020214	TELEPHONE-CELLULAR SERVICE						
	59101	020214	CA	01618	110698	00224671	80.39	AIRTOUCH CELLULAR BELLEVUE -CC	
			CA	04125	121898	00237913	77.48	AIRTOUCH CELLULAR BELLEVUE -CC	
			CA	99250	100998	00215523	66.45	AIRTOUCH CELLULAR, BELLEVUE	
		020214		224.32					
		020301	TRANSPORTATION ALLOWANCE						
	59101	020301	MC	081782	102798	00221366	53.30	DESPIEGELAERE	KATHRYN
			MC	081783	102798	00221366	132.28	DESPIEGELAERE	KATHRYN
			MC	081784	102798	00221366	146.18	DESPIEGELAERE	KATHRYN
		020301		331.76					
		020305	MESSENGER SERVICE						
	59101	020305	CA	00686	102798	00221148	18.05	ROADRUNNER TRANSPORTATION INC	
			CA	01741	110698	00223533	8.25	ROADRUNNER TRANSPORTATION INC	
			CA	03238	120898	00234433	6.15	ROADRUNNER TRANSPORTATION INC	
			CA	03874	120898	00234433	15.25	ROADRUNNER TRANSPORTATION INC	
			CA	05305	121898	00240007	5.00	ROADRUNNER TRANSPORTATION INC	
		020305		52.70					
		020501	PRINTING & STATIONERY						
	59101	020501	CA	01054	103098	00221373	304.14	ST PAUL CITY OF FIN/TREAS DIV	
			CA	01068	103098	00221373	286.69	ST PAUL CITY OF FIN/TREAS DIV	
			CA	01617	110698	00223516	88.00	ST PAUL CITY OF FIN/TREAS DIV	
			CA	03196	120898	00234434	173.81	ALBINSON	
			CA	05287	121898	00240008	217.94	THOELE PRINTING	
			CA	05298	121898	00240008	129.76	THOELE PRINTING	

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	59101	020501	CA	05319	121898	00239604	494.13	ST PAUL CITY OF FIN/TREAS DIV	
			CA	97990	100298	00212766	138.02	THOLE PRINTING	
		020501							1,632.49
		020803	EQUIPMENT & MACHINERY REPAIRS						
	59101	020803	PV	036508	103098	00221376	357.24	IKON OFFICE SOLUTIONS	
		020803							357.24
		020909	PARKING SPACE						
	59101	020909	CA	03879	120898	00234435	37.99	IMPERIAL PARKING INC	
			IC	11154P	100298	00211732	40.00	IC TRNSF PMT 576 57601	360205
			IC	11254P	120898	00233515	40.00	IC TRNSF PMT 576 57601	360205
			IC	112830	121198	00234459	40.00	IC TRNSF PMT 576 57601	360205
		020909							157.99
		021401	MEMBERSHIP & DUES						
	59101	021401	CA	00713	102798	00221149	40.00	MINN TRANSPORTATION ALLIANCE	
		021401							40.00
		021403	CONFERENCE & SEMINAR EXPENSES						
	59101	021403	CA	00375	102798	00221150	150.00	HILTON WASHINGTON HOTEL	
			CA	01742	110698	00224672	144.00	BRUMFIELD	WILLIAM
			CA	82460	110698	00224673	443.00	DESPIEGELAERE	KATHRYN
		021403							737.00
		021409	CED MEETING EXPENSES ACCOUNT						
	59101	021409	CA	01048	103098	00222317	10.80	DESPIEGELAERE	KATHRYN
			CA	01070	103098	00222317	5.80	DESPIEGELAERE	KATHRYN
			CA	01619	110698	00224674	111.92	CAFE MINNESOTA	
			CA	01620	110698	00224674	116.10	CAFE MINNESOTA	
			CA	04097	121898	00240009	3.00	METROPOLITAN MOSQUITO CONTROL	
			CA	04952	121898	00240010	141.97	DESPIEGELAERE	KATHRYN
			CA	05314	121898	00240011	102.81	DESPIEGELAERE	KATHRYN
			CA	98506	100298	00212767	1.50	METROPOLITAN MOSQUITO CONTROL	
			CA	98782	100298	00212768	88.50	CITTI CAFFE	
			CA	98784	100298	00212769	36.00	DESPIEGELAERE	KATHRYN

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		021409		618.40				
		030101	OFFICE SUPPLIES					
	59101	030101	CA	01054A	103098	00221373	1.13	ST PAUL CITY OF FIN/TREAS DIV
			CA	01068A	103098	00221373	53.20	ST PAUL CITY OF FIN/TREAS DIV
			CA	01617A	110698	00223516	56.88	ST PAUL CITY OF FIN/TREAS DIV
			PV	036750	110698	00223517	6.35	IKON OFFICE SOLUTIONS
			PV	037313	112598	00228830	134.67	U S OFFICE PRODUCTS
			PV	037690	120898	00233559	20.09	U S OFFICE PRODUCTS
			PV	037860	121898	00240012	278.52	U S OFFICE PRODUCTS
			CA	05319A	121898	00239604	5.60	ST PAUL CITY OF FIN/TREAS DIV
		030101		556.44				

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NORTHEAST CORRIDOR MAINT

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NORTHEAST CORRIDOR MAINT								
	020193	COUNTY PROJECT MANAGEMENT SERVICES						
59109	020193	IC	00381	110698	00223467		676.80	IC TRNSF PMT 400 47109 300418 804709 01
		IC	00381A	110698	00223467		51.20	IC TRNSF PMT 400 47101 300166 804709 02
		IC	01062	110698	00223467		659.88	IC TRNSF PMT 400 47109 300418 804767 01
		IC	01062A	110698	00223467		49.92	IC TRNSF PMT 400 47109 300166 804767 02
		IC	03228	121198	00234459		1,015.20	IC TRNSF PMT 400 47109 300418 804812 01
		IC	03228A	121198	00234459		76.80	IC TRNSF PMT 400 47101 300166 804812 02
		IC	03228B	121198	00234459		14.00	IC TRNSF PMT 400 47105 360202 804812 03
	020193						2,543.80	
	030507	SIGNS & SIGN REPAIRS						
59109	030507	PV	036480	110398	00223380		1,440.00	WARNING LITES OF MN
	030507						1,440.00	
NORTHEAST CORRIDOR MAINT							3,983.80	

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NE CORRIDOR BEAM TO N CNTY

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NE CORRIDOR BEAM TO N CNTY								
		020192	SURVEYING SERVICE					
	59112	020192	CA	03243	120898	00234436	980.00	HANSEN THORP PELLINEN OLSON
		020192					980.00	
		020193	COUNTY PROJECT MANAGEMENT SERVICES					
	59112	020193	IC	01063	110698	00223467	1,269.00	IC TRNSF PMT 400 47109 300418 B04766 01
			IC	01063A	110698	00223467	96.00	IC TRNSF PMT 400 47109 300166 B04766 02
			IC	01083	110698	00223467	1,421.28	IC TRNSF PMT 400 47109 300418 B04710 01
			IC	01083A	110698	00223467	107.52	IC TRNSF PMT 400 47109 300166 B04710 02
			IC	03232	121198	00234459	16.92	IC TRNSF PMT 400 47109 300418 B04811 01
			IC	03232A	121198	00234459	1.28	IC TRNSF PMT 400 47101 300166 B04811 02
		020193					2,912.00	
NE CORRIDOR BEAM TO N CNTY							3,892.00	

25.

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 8
DATE 1/13/99

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD OCTOBER 1, 1998 THRU DECEMBER 31, 1998.

RIVERVIEW CORRIDOR FED STDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
RIVERVIEW CORRIDOR FED STDY									
		020102	CONSULTING SERVICES						
59115	020102	CA	05289	121898	00240013		50.00	STEVENS	KEN
		CA	ADJ010	121198	00000000		2,356.00	REGIONAL RAIL JE3455	
		020102	2,406.00						
		020193	COUNTY PROJECT MANAGEMENT SERVICES						
59115	020193	IC	04128	121898	00240014		569.80	IC TRNSF PMT 400 47101	300434 B04813 01
		IC	04128A	121898	00240015		17.10	IC TRNSF PMT 400 47101	300166 B04813 02
		CA	ADJ011	121198	00000000		2,189.18	REGIONAL RAIL JE3455	
		020193	2,776.08						
RIVERVIEW CORRIDOR FED STDY						5,182.08			

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 9
DATE 1/13/99

DETAIL DISBURSEMENTS
REGIONAL RAILROAD QTRLY REPORT
PERIOD OCTOBER 1, 1998 THRU DECEMBER 31, 1998.

RIVERVIEW CORRIDOR FED STDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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FUND 591 TOTAL							87,635.99	
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Minnesota Department of Transportation

Office of Freight, Railroads, & Waterways

925 Kelly Annex, MS470
395 John Ireland Blvd.
St. Paul, MN 55155

Phone: 612/ 296-0355

Fax: 612/ 297-1887

Janice Rettman
County Commissioner - District 3
City Hall/Court House
15 West Kellogg Blvd.
Suite 220
St. Paul, MN 55102

Phone: (651) 296-1618

E-mail: bob.hohl@dot.state.mn.us

January 22, 1999

Dear Commissioner Rettman:

Re: Quick Response Meeting Re: CP Rwy. Corridor abandonment of the St. Paul Terminal
Trackage Southeast of Jackson Street Line, St. Paul, MN in Ramsey County.
(STB Docket No.: AB-57 (Sub-No. 46X))

Mn/DOT will be holding a meeting and discussion, of the CP Rwy. abandonment. A determination should be made as to the impact of the abandonment and also determine if there are groups or individuals concerned about the future plans of the Railroad Property after the abandonment has taken place. If a group or agency has an interest in acquiring the railroad corridor, a lead agency and "Preservation Team" needs to be identified.

A meeting will be held on February 1, 1999 (Monday) in the Kelly Inn, 9th. floor conference Room, from 10:00 AM to 11:30 AM. at 161 St. Anthony Avenue, in St. Paul.

We would like to thank you for your interest and participation in the abandonment process. If this letter should have been sent to someone else in your organization, please forward it to the proper person.

Please don't hesitate to call me if you have any questions.

Sincerely,

Robert E. Hohl
Senior Transportation Planner,
Manager State Rail Bank Program

Set #5 phone

29920

SERVICE DATE - JANUARY 20, 1999

DO

FR-4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-57 (Sub-No. 46X)]

Soo Line Railroad Company--Abandonment Exemption--in St. Paul, Ramsey County,
MN

On December 31, 1998, Soo Line Railroad Company, doing business as Canadian Pacific Railway (Soo), filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a line of railroad known as the St. Paul Terminal Trackage extending from milepost 17.29± (southeast of Jackson Street) to the end of the line at milepost 18.19± (near I-35E North), a distance of .90± miles in Ramsey County, MN. The line traverses U.S. Postal Service Zip Code 55117 and includes no stations.

The line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by Oregon Short Line R. Co.--Abandonment--Goshen, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by April 20, 1999.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by the filing fee, which currently is set at \$1,000. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than February 9, 1999. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-57 (Sub-No. 46X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; * 10 copies
and (2) Diane P. Gerth, 150 South Fifth Street, Minneapolis, MN 55402. *
Replies to the Soo petition are due on or before February 9, 1999.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1545. [TDD for the hearing impaired is available at (202) 565-1695.] *

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing

of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

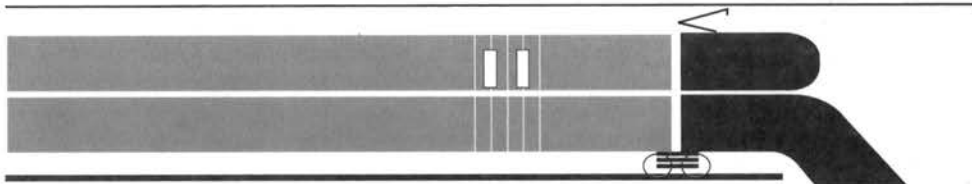
Board decisions and notices are available on our website at
“WWW.STB.DOT.GOV.”

Decided: January 12, 1999.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams

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

February 23, 1999

1:30 to 4:30 p.m.

Mayo Brothers Room

St. Paul Hotel

1. * Approve minutes of the February 2, 1999 meeting.
2. * Approve minutes of the February 9, 1999 meeting.
3. * Policy discussion and priorities on transit.

* Action may be taken

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

February 2, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, February 2, 1999, in Council Chambers, 3rd Floor Courthouse.

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

MEMBERS ABSENT: Commissioner Dino Guerin
Commissioner Rafael Ortega

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, Tom Oertel,
Mary Ann Palmer, Mike Klassen, Nancy Frick,
Terry Lindeke, Dennis Bodin, Paul Kirkwold, Gene
Haselmann, Carol Monroe, Kris Longhenry

Chairman Bennett called the meeting to order at 2:12 p.m.

1. Approve the minutes of the January 26, 1999 meeting

A motion by Commissioner Haigh, seconded by Commissioner Wiessner to accept the minutes from the January 26, 1999 RCRRA meeting.

Ayes - 5, Nays - 0
Motion accepted.

2. Update on Phalen Corridor EIS

Nancy Frick, St. Paul Planning and Economic Development, presented information on the Phalen Corridor EIS. The Phalen Corridor draft EIS was prepared with the guidance of a community task force with Kathy DeSpiegelaere being a representative from the RCRRA. The draft EIS was released by the St. Paul City Council on December 10, 1998 and there was a public hearing on January 27, 1999. The hearing record will be open until February 10, 1999 and then the City Council is expected to select a preferred route at their February 24, 1999 meeting.

The EIS is a key part of the Phalen Corridor Initiative which is an economic development initiative to bring jobs to the area. Phalen Boulevard provides access to a number of industrial redevelopment sites along the rail corridor and will help alleviate congestion contributing to improving the neighborhood quality of the east side.

This project has been coordinated with Ramsey County, Mn/DOT, Metropolitan Council and the Port Authority.

The tentative budget is to come from local CIB = \$2.4 million, municipal state aid = \$4.6 million, Ramsey County = \$4.5 million (\$1.5 million from CSAH and \$3 million from the value of use of right of way), state = \$9 million, and federal = \$27.1 million (\$12.2 million already received).

The draft EIS analyzes the no-build alternative, the transportation system management alternative and the build alternatives. There are three alternatives connecting to I35E, five alternatives getting through the Payne/Arcade area and one alternative going through the east.

Commissioner Bennett asked how traffic moves from Cayuga looking at the alternatives. Nancy Frick answered that there are two different legs: the W1 alternative that winds south and connects to Pennsylvania Avenue under I35E; and the W2 alternative that winds north to a new folded diamond interchange at Cayuga. I35 E would be moved east, the Pennsylvania ramps would be closed and a two-way frontage road would be constructed between Pennsylvania and Cayuga.

Commissioner Bennett stated that those who normally get on the freeway at Pennsylvania will have to take a frontage road which will be a longer route to get out of downtown and will affect many people. Nancy Frick commented that the business community wanted a full interchange to get on I35 E and I94 which Pennsylvania doesn't presently provide.

Commissioner Rettman asked if this will wipe out housing, businesses or parks. Nancy Frick responded that it doesn't take out any housing or parks. The business involved are already involved with the Metro Transit bus garage relocation.

Commissioner Rettman asked if the W2 alternative is what the St. Paul PED is recommending. Nancy Frick answered that it is the alternative that staff is recommending and has received the most support for.

Commissioner Bennett asked what jurisdictions own the Phalen Corridor, Pennsylvania Avenue and the frontage road. Paul Kirkwold answered that the functional classification of the Phalen Corridor is a minor arterial which would be the County's jurisdiction, Pennsylvania Avenue is the County's jurisdiction and the frontage road would be either the City's or State's jurisdiction.

Commissioner Bennett was concerned about the amount of traffic.

Commissioner Rettman asked how a new road is budgeted since the functional consolidation plan was part of rehabing existing roads. Paul Kirkwold responded that the County has not developed new roadways for many decades. The County's position on communities constructing new alignments is that it is a community (i.e. municipality) function. The County's position is that jurisdiction will be discussed after the road way is built.

Paul Kirkwold commented on County funds that are part of the project's tentative budget. He noted that \$3 million from RCRRRA is value from existing right of way and the \$1.5 million is identified as CSAH funds. Unless Phalen Boulevard is designated as a County road, CSAH funds cannot be used. The annual County allotment for CSAH funds is \$4 million, so this project would use up about 1/3 of the County's CSAH funds for a year. New roadways can't accumulate funds for reconstruction for 25 years. The sooner this roadway is put into the system, the faster the County can accumulate funds to help start raising the \$1.5 million, but the County would assume all responsibilities of construction if it owns the road. Municipalities, however, can use MSA funds.

Commissioner Reinhardt asked what the time line is between now and construction. Nancy Frick answered that construction is estimated to begin in 2000 or 2001. Mn/DOT has reconstruction of I35E slated for 2004 but can be started after the City has started.

Mike Klassen, St. Paul Public Works, stated that the City has already requested state aid designation to start accumulating municipal state aid dollars and would like to start conversations with the County this spring, after alignment choices are narrowed down.

Commissioner Bennett commented that St. Paul has not done a good job of inviting people to get off the freeway in St. Paul and traffic will accumulate. He cautioned that the County may not want to own this unless it is user and visitor friendly.

Commissioner Rettman had the same concerns as Commissioner Bennett and said that the County needs to be involved every step of the way. She noted that the freeway should not only be used as a way to get out of downtown; businesses would be abandoned.

Nancy Frick commented that she appreciated the comments on congestion and that the Pennsylvania interchange concerns let to the study. Economic development and transportation are tied and does lead to traffic. Model traffic design for the W2 alternatives can accommodate traffic.

Commissioner Rettman asked if there are any variances from state criteria. Paul Kirkwold responded that there weren't and that the state will be more concerned with ramp capacity and frontage road capacity as the project moves ahead.

Mike Klassen remarked that the buses and bus drivers will be coming into and out of the bus garage during non-peak hours so the bus traffic won't be a problem during peak times.

Commissioner Wiessner asked how this project fits into LRT and commuter rail discussions. Nancy Frick responded that the RCRRA owns much of the land for this project and the BN land is reserved for an LRT option and is currently being used as a trail. Nancy provided recommendations by the City for the RCRRA to concur with:

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 of the documentation.
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 locate 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 this 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.

Commissioner Bennett stated the the County will work with the City.

Commissioner Wiessner asked where the Rush Line Corridor enters St. Paul and if it enters the Phalen Corridor. Kathy DeSpiegelaere answered that the Rush Line Corridor enters St. Paul along the CP Rail Line and doesn't impact the Phalen Corridor.

Commissioner Wiessner asked what right of way the RCRRA owns along the Phalen Corridor. Kathy DeSpiegelaere answered that the RCRRA owns right of way from Kellogg Boulevard to Beam Avenue and only small a portion of right of way is being requested for the Phalen Corridor.

Commissioner Rettman requested that Kathy DeSpiegelaere and Paul Kirkwold put together all the decision factors because of cost concerns and legal concerns. She asked for a map of all the corridors that the RCRRA owns. She also was concerned about using CSAH funds and taking them away from other roads. She wanted the legislators to be aware of this project.

3. Legislative Update

Terry Lindeke stated that there are two interesting pieces in the Governor's budget relating to transportation and transit:

1. A proposal to fund \$60 million for the Hiawatha Corridor. There are a lot of decisions on issues relating to this and a target date in March was made to make a more final decision on this. It is clear that the Governor and his staff are transit supporters and there is a significant amount of money in the budget for transit.
2. A proposal to reduce the amount that the public pays for license plate fees. A part of this amount would be made up by general fund money. The highway trust fund, which has always been constitutionally dedicated for highways and bridges, would now have some money that can be used in broad-based ways, including transit.

Terry commented that the new Mn/DOT Commissioner is a transit supporter and he has talked about using state and federal money for a multi-modal system.

Terry stated that careful analysis of the budget needs to be done and figured out what it means for transit and transportation.

Kathy DeSpiegelaere said that there is a federal process that occurs every year in appropriations for transportation projects. The Joint Powers Board has traditionally made requests and it is anticipated that this will occur in March. Hiawatha will get the lion's share, but Ramsey County should also look at getting funding.

Commissioner Haigh stated that the St. Paul Transit Vision Task Force has recommended a triangle of the Hiawatha, Central and Riverview Corridors and the RCRRA should reaffirm their priorities of the triangle.

Commissioner Bennett noted that even though the task force has proposed the triangle, Hennepin County abandoned the Central Corridor and Hennepin County needs to support the Central Corridor for the triangle to be viable.

Commissioner Reinhardt commented that the triangle won't work if the counties don't look at transit regionally. The RCRRA needs to reaffirm the triangle so other counties don't perceive that Ramsey County has abandoned the Central Corridor. Ramsey County needs to go to the Legislature with this regional thinking in mind. She also noted that a delegation meeting is scheduled for February 9 and a firmer position is needed to go up to the Legislature with.

Terry Lindeke stated that she will work on something to take up to the Legislature for next week. It would include support for the triangle and comments about a regional system.

Commissioner Bennett noted that Commissioner Ortega started to prepare a resolution and Terry Lindeke should work with him.

The meeting adjourned at 3:55 p.m.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

February 9, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, February 9, 1999, in Council Chambers, 3rd Floor Courthouse.

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

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, Ruby Hunt, John Labosky, Art Leahy, Tom Oertel, Paul Kirkwold, Gene Haselmann, Karen Tero, Bonnie Jackelen, Barb Thoman, Hugh Faville, Jim Van Houdt, Gayle Summers, Scott Thompson, Kris Longhenry

Chairman Bennett called the meeting to order at 2:20 p.m.

3. Approve representative and alternate to the Red Rock Corridor Joint Powers Board

A motion was made by Commissioner Ortega, seconded by Commissioner Reinhardt to approve Commissioner Bennett as the representative and Commissioner Rettman as the alternate for the Red Rock Corridor Joint Powers Board.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has approved the Red Rock Corridor Joint Powers Board agreement; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority appoints the following members to the Red Rock Corridor Joint Powers Board:

Representative: Commissioner Tony Bennett

Alternate Commissioner Janice Rettman

4. Ratify quarterly report of payments for October 1 through December 31, 1998

A motion was made by Commissioner Reinhardt, seconded by Commissioner Rettman to ratify quarterly report of payments for October 1 through December 31, 1998.

Ayes - 7, Nays - 0
Motion accepted.

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

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

1. Report of the St. Paul Transit Vision Advisory Task Force

Three Co-chairs, Ruby Hunt, John Labosky and Art Leahy, presented information and recommendations on the St. Paul Transit Vision Advisory Task Force.

Ruby Hunt stated that the charge of the Task Force was to develop recommendations on transit including priorities for major transit improvements. She noted that there were nineteen members representing the business community, community transit agencies and a representative of the Suburban Chamber of Commerce. There were eleven meetings from October, 1998 to January, 1999. The meetings consisted of gaining background information from presentations, a bus tour and recommendations were based on consensus.

Ruby commented that one recommendation included a commitment to a triangle of priority corridors consisting of the Hiawatha, Central and Riverview Corridors.

Ruby said that there was great teamwork and good attendance amongst Task Force members.

Ruby quoted Reader's Digest on it's definition of "vision" as a compelling image of an achievable future. She commented that the Task Force achieved this and technology decisions would be the responsibility of policy makers and others more knowledgeable.

Ruby thanked Art Leahy, John Labosky and Kathy DeSpiegelaere for their work on the Task Force.

John Labosky highlighted the fifteen recommendations of the Task Force:

1. Transit is an integral part of the regional transportation system.
2. Transit is essential.
3. Transit priorities need to be part of a master plan.
4. Transit, land use and urban design need to go hand in hand.
5. Transit needs a dedicated source of stable funding in addition to property tax revenues.
6. There are exceptional opportunities for federal funding for this region.
7. The region needs a transit system that includes bus and rail.
8. The commitment to transit needs to be substantially increased.
9. Investment in rail components as part of a regional transit system must be initiated now.
10. St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.

11. The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.
12. The optimum transit solution should be sought for each corridor.
13. Transit enhancements in addition to major investments, need to occur now.
14. The benefits of transit and the need for transit must be communicated.
15. A complementary balance must be found among transportation modes.

John noted that the Task Force was evenly split on deciding which corridor would be priority. He stated that those who favored the Central Corridor did so because of ridership figures and the positive impact on liveability and development in the area. Those who favored the Riverview Corridor did so because of economic development potential of connecting the Mall of America, the airport and downtown St. Paul.

Art Leahy stated that he was pleased to be a Co-chair and that the members on the Task Force worked very hard to arrive at their recommendations.

Art stated that Metro Transit is in the middle of a sector study of the bus system and the current transit system is better today than a year ago and will be better next year. He commented that Scott Thompson, Metro Transit, was available to brief the RCRRA on some of the current activities along the Riverview Corridor.

Commissioner Haigh said that the Task Force did a very good job in arriving at the recommendation of the triangle. She asked how commuter rail and light rail meet on the Central Corridor and was concerned that commuter rail would go first.

Art Leahy answered that there was a great deal of discussion on technology, but the committee felt that technology decisions were beyond their scope. He suggested looking at service characteristics and then look at the options.

Commissioner Wiessner stated that she was concerned that there weren't more Ramsey County representatives and different perspectives would have been noted. Commissioner Haigh agreed with Commissioner Wiessner's comments, but said that this is a first step.

Commissioner Ortega thanked the Co-chairs for their presentation.

A motion with an amendment was made by Commissioner Reinhardt, seconded by Commissioner Haigh to approve the report of the St. Paul Transit Vision Advisory Task Force. The amendment is to change the last sentence of the last resolved in the resolution to "work with others including residents and state and federal legislators to implement the remaining recommendations".

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, The St. Paul Transit Vision Advisory Task force was appointed by the Chair of the Ramsey County Board of Commissioners, the Chair of the Ramsey County Regional Railroad Authority and the Mayor of the City of St. Paul, and

WHEREAS, The St. Paul Transit Vision Advisory Task Force has met eleven times between October 1, 1998 and January 28, 1999 to discuss transit, establish goals for transit and make recommendations on transit for the metro east area, and

WHEREAS, The St. Paul Transit Vision Advisory Task Force has made the following recommendations:

1. Transit is an integral part of the regional transportation system.
2. Transit is essential.
3. Transit priorities need to be part of a master plan.
4. Transit, land use and urban design need to go hand in hand.
5. Transit needs a dedicated source of stable funding in addition to property tax revenues.
6. There are exceptional opportunities for federal funding for this region.
7. The region needs a transit system that includes bus and rail.
8. The commitment to transit needs to be substantially increased.
9. Investment in rail components as part of a regional transit system must be initiated now.
10. St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.
11. The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.
12. The optimum transit solution should be sought for each corridor.
13. Transit enhancements in addition to major investments, need to occur now.
14. The benefits of transit and the need for transit must be communicated.
15. A complementary balance must be found among transportation modes.

Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority endorses the recommendations of the Task Force, thanks its members for their time and considerable effort in formulating the recommendations

and resolves to implement the recommendations that are within its scope and work with others including residents and state and federal legislators to implement the remaining recommendations.

Commissioner Rettman distributed a resolution for RCRRA support of retention of the Canadian Pacific Railway rail spur to serve the needs of Tilsner Carton. This will keep the rail line open so businesses in the area are not lost.

A motion was made by Commissioner Rettman, seconded by Commissioner Bennett to approve RCRRA support of the retention of the Canadian Pacific Railway rail spur to serve the needs of Tilsner Carton.

Ayes - 7, Nays - 0.
Motion accepted.

WHEREAS, Canadian Pacific Railway proposed to abandon trackage southeast of Jackson Street, Line, St. Paul, MN in Ramsey County (STB Docket No. AB-57 (Sub-No. 46X)) and

WHEREAS, Tilsner Carton Company, 162 York Avenue East, is a thriving St. Paul business that relies upon a rail spur at its site; and

WHEREAS, Tilsner Carton Company is planning on expanding at its site; and

WHEREAS, Economic development and retention of employers in St. Paul is important to Ramsey County; Now Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports the retention of the rail spur to serve the needs of Tilsner Carton; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its Chair to send a copy of this resolution to the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street NW, Washington, DC 20423-0001 and to Diane P. Gerth, 150 South Fifth Street, Minneapolis, MN 55402.

2. State and federal legislative update

Commissioner Reinhardt requested that the Ramsey County position on approving the triangle be included in the program.

Commissioner Haigh asked why the Central Corridor wasn't included in a request for \$29 million for transitway development in the East Metro and the Riverview and Red Rock Corridors were included. Commissioner Ortega answered that this item has already been federally authorized and appropriated with the Joint Powers Board and the Metropolitan Council packages.

Commissioner Bennett stated that there was already a federal designation and funding for the Riverview Corridor and Hennepin County should be included in the Central Corridor discussions.

Commissioner Reinhardt commented that the Central Corridor should be included in Ramsey County's legislative packet by way of reaffirming position on the triangle.

Commissioner Haigh requested discussion on how work on the triangle impacts federal funding application and how that impacts what we're doing with our other partners.

A motion was made by Commissioner Ortega, seconded by Commissioner Haigh to approve that RCRRA approves the legislative requests of the Metropolitan Light Rail Transit Joint Powers Board.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority is a member of the Metropolitan Light Rail Transit Joint Powers Board; and

WHEREAS, The Metropolitan Light Rail Transit Joint Powers Board has adopted a legislative program on transportation (attached) for 1999; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the legislative requests of the Metropolitan Light Rail Transit Joint Powers Board.

The meeting adjourned at 2:55 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

February 18, 1999
Date

Board Action Requested

Policy discussion and priorities on transit.

ACTION MAY BE TAKEN

Request Justification

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

February 23, 1999
Board Date

Kristine A. Longhenry
Signature

2-18-99
Date



TONY BENNETT
BOARD OF RAMSEY COUNTY COMMISSIONERS
DISTRICT 1

JOE MURPHY
ASSISTANT TO COMMISSIONER

220 COURT HOUSE
SAINT PAUL, MINNESOTA 55102
TEL. (651) 266-8350
FAX (651) 266-8370

MEMORANDUM

TO: Commissioner Rafael Ortega
Commissioner Dino Guerin
Commissioner Susan Haigh
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Parker Wiessner
Terry Schutten

FROM: Tony Bennett *Tony/TL*

DATE: February 22, 1999

SUBJECT: Materials for Regional Railroad Authority Meeting
Tuesday, February 23, 1999
1:30 p.m.
St. Paul Hotel, Mayo Room

Please see the attached information for use during our Tuesday afternoon Regional Railroad Authority meeting.

I'm looking forward to a good work session on the ideas presented in this material. Please contact me if you have any questions or comments.

Thank you.

cam

Attachment

cc: Representative Alice Hausman (FAX 651-296-4165)
Senator Randy Kelly (FAX 651-296-6511)
Terry Lindeke
Nick Riley
Kathy DeSpiegelaere
Dave Verhasselt
Bill Huepenbecker, City of St. Paul

Minnesota's First Home Rule County

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D R A F T

REGIONAL RAILROAD AUTHORITY MEETING
Tuesday, February 23, 1999
1:30 p.m.
St. Paul Hotel, Mayo Room

BACKGROUND ON RECENT TRANSIT ACTIONS FOR RAMSEY COUNTY

- o The Transit Vision Advisory Task Force has recommended that major transit investments be made now in the core triangle of Hiawatha, Riverview, and Central Corridors.
- o The Minnesota Department of Transportation commuter rail Phase II study is completed and recommends that the first priority, if commuter rail is constructed, is the corridor from St. Paul to Elk River.
- o The Metropolitan Light Rail Transit Joint Powers Board has approved a legislative package that seeks funding for the Riverview and Red Rock Corridors (Minneapolis-St. Paul to Hastings) to the point of construction.
- o The Chair of the Regional Railroad Authority and the Ramsey County representative to the Metropolitan Light Rail Transit Joint Powers Board have met with our partners, including other counties, Metropolitan Council, Minnesota Department of Transportation, and the City of St. Paul to further the transit vision of Ramsey County as it pertains to the overall regional transit plan.

2/22/99, 12:30 p.m.

ACTIONS

- o Discuss the transit vision materials and adjust/agree. (Includes funding package and joining Northstar Corridor Development Authority.)
- o Review and act on federal legislative plans.
- o Review and adjust/agree to plans for additional assistance to implement Transit Vision. To accomplish the aforementioned goals, it is necessary to expand our resources during the designation of corridor and funding phases of this project. There are consultants that we are considering approaching to assist us with public information dissemination, strategic planning and consultation services.

We will need these contracts if we are to keep pace with the entire region on transit issues. We need to do what Hennepin and Anoka Counties are doing to present the metro east vision as part of the overall vision of the region.

THE TRANSIT VISION

All of the east metropolitan area and Ramsey County, including the City of St. Paul, must be included now in the major transit investments being made in Minnesota. Inclusion now is necessary to foster the growth of an economically balanced regional community.

ACTION STEPS

1. The Regional Master Plan for Transit must include the Core Triangle (Hiawatha, Riverview, Central) and a minimum of three rail corridors in Ramsey County. Investment in these corridors will foster smart growth.
 - o Riverview Corridor
 - o Central Corridor
 - o Commuter Corridor, Elk River to St. Paul (Hennepin/Ramsey portion)
2. There must be a commitment to building major transit improvements in the Riverview Corridor, Central Corridor, and the Hennepin/Ramsey Connector by the end of this legislative session. The unfunded cost of this commitment is \$69 million to bring these three projects to the point of construction.
3. Ramsey County, the City of St. Paul, and our partners (Hennepin, Washington, Anoka, and Dakota Counties, the Metropolitan Light Rail Transit Joint Powers Board, Metropolitan Council, Metro Transit, Minnesota Department of Transportation) will work together to advance major transit improvements in these locations:

TRANSIT CORRIDORS

Light Rail

- o Hiawatha light rail (Downtown Minneapolis to airport and the Mall of America) [100 percent Hennepin County]
- o Riverview (Eastside to downtown St. Paul to airport and the Mall of America) [15 percent Hennepin County/85 percent Ramsey County]
- o Central (Downtown Minneapolis to downtown St. Paul via University Avenue) [30 percent Hennepin County/70 percent Ramsey County]

Commuter Rail

- o Northstar (St. Cloud to St. Paul)
- o Hennepin/Ramsey (commuter rail) Connector (Minneapolis to St. Paul) [23 percent Hennepin County/77 percent Ramsey County]
- o Red Rock (Hastings to downtown St. Paul)

OUTCOMES

1. A light rail link to Hiawatha and downtown St. Paul from both the Riverview and Central Corridors.
2. Immediate transit improvements will continue to be made in the Riverview and Central Corridors. These may be shelters, hubs, lighting, signs, busses, or other improvements.
3. When commuter rail proceeds in the Northstar Corridor (St. Cloud to the southeast), it will extend to downtown St. Paul and will not end in Minneapolis. As a sign of our commitment to this outcome, Ramsey County will seek to join the Northstar Corridor Development Authority.

SUMMARY MATERIALS...THE TRANSIT VISION

The following material delineates the funding activities necessary to bring the Riverview and Central Corridors and the Hennepin/Ramsey Connector to the point of construction. Discussions are ongoing on how to accomplish this goal. The purpose of these discussions is to realize the vision and funding for improved transit in the east metropolitan area and in the whole region.

SUMMARY

FINAL YEAR
PRIOR TO
CONSTRUCTION
OF THE
TRANSIT
CORRIDOR

	<u>TRANSIT CORRIDOR</u>	<u>EXPENSES</u>	<u>REVENUES</u>	<u>UNMET NEEDS</u>
2002	Riverview	\$33,112,500	\$6,737,500	\$26,375,000
2003	Hennepin/ Ramsey Connector	\$ 8,250,000	\$ 250,000	\$ 8,000,000
2004	Central	\$44,750,000	\$9,750,000	\$35,000,000

GRAND TOTALS:

Expenses	\$86,112,500
Revenues	<u>\$16,737,500</u>
Difference	\$69,375,000

RIVERVIEW CORRIDOR -- PHASE I
TO GET TO 30 PERCENT DESIGN

<u>ESTIMATED EXPENSES</u>	<u>ESTIMATED YEAR</u>	<u>EXPLANATION</u>
\$1,150,000	1999	Major Investment Study - federal share
\$ 287,500	1999	Major Investment Study - local/state share
\$1,500,000	1999	Transit Improvements - federal share
\$ 775,000	1999	Transit Improvements - state share
\$ 400,000	1999	Transit Improvements - local share
\$5,000,000	2000	30% design, environmental work
<u>\$3,000,000</u>	2000	Transit improvements

5) \$12,112,500 EXPENSES SUBTOTAL

<u>REVENUES</u>	<u>ESTIMATED YEARS</u>	<u>EXPLANATION</u>
\$2,650,000	1998 and 1999	Federal funds
\$3,543,750	1998 and prior years	State funds
<u>\$ 543,750</u>		Local funds
\$6,737,500		REVENUE SUBTOTAL

EXPENSES \$12,112,500

-REVENUES 6,737,500

SUBTOTAL \$ 5,375,000

UNMET NEED (work with partners to meet the unmet needs)

RIVERVIEW CORRIDOR -- PHASE II
TO GET TO CONSTRUCTION

<u>ESTIMATED EXPENSES</u>	<u>ESTIMATED YEAR</u>	<u>EXPLANATION</u>
\$ 3,000,000	2001	Transit Improvements
<u>\$18,000,000</u>	2003	Final Design
\$21,000,000 SUBTOTAL		UNMET NEED (Work with partners to meet the unmet needs.)

TOTAL UNMET NEEDS, PHASES I AND II

\$ 5,375,000	Phase I unmet need
<u>\$21,000,000</u>	Phase II unmet need
\$26,375,000	

TOTAL EXPENSES TO POINT OF CONSTRUCTION

\$12,112,500	1999 and 2000	PHASE I
<u>\$21,000,000</u>	2001 and 2003	PHASE II
\$33,112,500		

TOTAL FUNDS NEEDED TO POINT OF CONSTRUCTION

\$ 6,737,500	On hand
\$ 5,375,000 Unmet need	PHASE I (Work with partners to meet the unmet needs.)
<u>\$21,000,000</u> Unmet need	PHASE II
\$33,112,500	PHASES I AND II

NOTE: Riverview Corridor estimated length is 8.4 miles, of which 85 percent is in Ramsey County. All dollars are generalized estimates. Estimated construction cost of light rail transit in this corridor is \$278 million, in addition to the \$33 million.

HENNEPIN-RAMSEY CONNECTOR

<u>ESTIMATED EXPENSES</u>	<u>ESTIMATED YEAR</u>	<u>EXPLANATION</u>
\$ 250,000	1999	Feasibility and major investment study - state share
\$1,000,000	2000	Major investment study and EIS
\$3,000,000	2001	Engineering work
<u>\$4,000,000</u>	2002	Continue engineering work
\$8,250,000 EXPENSES TOTAL		To point of construction

② REVENUES TOTAL

\$250,000 portion of Red Rock state funds - 1998

EXPENSES	\$8,250,000
-REVENUES	<u>250,000</u>
	\$8,000,000

UNMET NEED (Work with partners to meet the
unmet needs.)

NOTE: The Hennepin/Ramsey Connector estimated length is 10.4 miles, of which 77 percent is in Ramsey County and 33 percent in Hennepin County. This route connects to the Northstar and Red Rock Corridors. All dollars are generalized estimates. Estimated construction cost of commuter rail in this corridor is \$57 million, in addition to the \$8 million.

CENTRAL CORRIDOR

<u>ESTIMATED EXPENSES</u>	<u>ESTIMATED YEAR</u>	<u>EXPLANATION</u>
\$1,000,000	1999	Update environmental studies
\$7,800,000	1999	Transit improvements - federal share
\$1,950,000	1999	Transit improvements - state and other share
\$2,000,000	2000	Continue update of environmental studies
\$7,000,000	2001	30 percent design, environmental work
<u>\$25,000,000</u>	2004	Final design
⑧ \$44,750,000 EXPENSES TOTAL		To point of construction

REVENUES:

\$7,800,000	1998	Federal funds
<u>\$1,950,000</u>	1998	Non-federal share
\$9,750,000 SUBTOTAL		

EXPENSES \$44,750,000

-REVENUES \$ 9,750,000

\$35,000,000

UNMET NEED (Work with partners to fund unmet needs.)

NOTE: Central Corridor estimated length is 9.4 miles, of which 70 percent is in Ramsey County and 30 percent in Hennepin County. This route connects downtown St. Paul and Minneapolis. All dollars are generalized estimates. Estimated construction cost of light rail transit in this corridor is \$400 million.

REGIONAL RAILROAD AUTHORITY BOARD MEETING

February 23, 1999

SIGN-IN SHEET

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

NAME

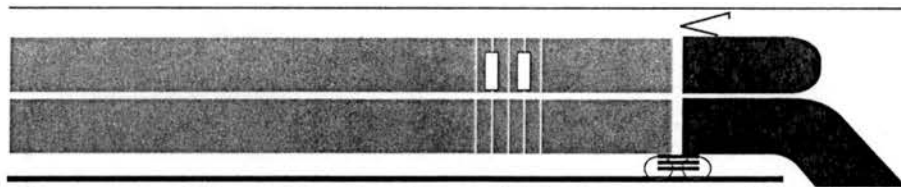
AGENCY

T LINDEKE	Co. Mgr's Office
Bill Huepenbecker	City of St. Paul
NICK RILEY	Co. MGR'S OFFICE
✓ JIM VAN HOUT	B&E OFFICE
✓ PAUL KIRKWOOD	RCPWD
✓ HUGH FAVILLE	ROSEVILLE CITIZEN
Jane Prince	St. Paul City Council staff
Mary Anufalov	Bronze
Jane McChase	Neighborhood papers
Dan Smith	St. St. Paul City Council
Eddie Maddox	amateur lobbyist
Lisa Lee	Dist. 7
Virginia Rybin	
Dave Verhasett	
✓ Kathy O	
✓ Terry Schuttler	+6 Commissioners (Wiessner was absent)

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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

February 23, 1999

1:30 to 4:30 p.m.

Mayo Brothers Room

St. Paul Hotel

1. * Approve minutes of the February 2, 1999 meeting.
2. * Approve minutes of the February 9, 1999 meeting.
3. * Policy discussion and priorities on transit.

* Action may be taken



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

February 2, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, February 2, 1999, in Council Chambers, 3rd Floor Courthouse.

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

MEMBERS ABSENT: Commissioner Dino Guerin
Commissioner Rafael Ortega

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, Tom Oertel,
Mary Ann Palmer, Mike Klassen, Nancy Frick,
Terry Lindeke, Dennis Bodin, Paul Kirkwold, Gene
Haselmann, Carol Monroe, Kris Longhenry

Chairman Bennett called the meeting to order at 2:12 p.m.

1. Approve the minutes of the January 26, 1999 meeting

A motion by Commissioner Haigh, seconded by Commissioner Wiessner to accept the minutes from the January 26, 1999 RCRRA meeting.

Ayes - 5, Nays - 0
Motion accepted.

2. Update on Phalen Corridor EIS

Nancy Frick, St. Paul Planning and Economic Development, presented information on the Phalen Corridor EIS. The Phalen Corridor draft EIS was prepared with the guidance of a community task force with Kathy DeSpiegelaere being a representative from the RCRRA. The draft EIS was released by the St. Paul City Council on December 10, 1998 and there was a public hearing on January 27, 1999. The hearing record will be open until February 10, 1999 and then the City Council is expected to select a preferred route at their February 24, 1999 meeting.

The EIS is a key part of the Phalen Corridor Initiative which is an economic development initiative to bring jobs to the area. Phalen Boulevard provides access to a number of industrial redevelopment sites along the rail corridor and will help alleviate congestion contributing to improving the neighborhood quality of the east side.

This project has been coordinated with Ramsey County, Mn/DOT, Metropolitan Council and the Port Authority.

The tentative budget is to come from local CIB = \$2.4 million, municipal state aid = \$4.6 million, Ramsey County = \$4.5 million (\$1.5 million from CSAH and \$3 million from the value of use of right of way), state = \$9 million, and federal = \$27.1 million (\$12.2 million already received).

The draft EIS analyzes the no-build alternative, the transportation system management alternative and the build alternatives. There are three alternatives connecting to I35E, five alternatives getting through the Payne/Arcade area and one alternative going through the east.

Commissioner Bennett asked how traffic moves from Cayuga looking at the alternatives. Nancy Frick answered that there are two different legs: the W1 alternative that winds south and connects to Pennsylvania Avenue under I35E; and the W2 alternative that winds north to a new folded diamond interchange at Cayuga. I35 E would be moved east, the Pennsylvania ramps would be closed and a two-way frontage road would be constructed between Pennsylvania and Cayuga.

Commissioner Bennett stated that those who normally get on the freeway at Pennsylvania will have to take a frontage road which will be a longer route to get out of downtown and will affect many people. Nancy Frick commented that the business community wanted a full interchange to get on I35 E and I94 which Pennsylvania doesn't presently provide.

Commissioner Rettman asked if this will wipe out housing, businesses or parks. Nancy Frick responded that it doesn't take out any housing or parks. The business involved are already involved with the Metro Transit bus garage relocation.

Commissioner Rettman asked if the W2 alternative is what the St. Paul PED is recommending. Nancy Frick answered that it is the alternative that staff is recommending and has received the most support for.

Commissioner Bennett asked what jurisdictions own the Phalen Corridor, Pennsylvania Avenue and the frontage road. Paul Kirkwold answered that the functional classification of the Phalen Corridor is a minor arterial which would be the County's jurisdiction, Pennsylvania Avenue is the County's jurisdiction and the frontage road would be either the City's or State's jurisdiction.

Commissioner Bennett was concerned about the amount of traffic.

Commissioner Rettman asked how a new road is budgeted since the functional consolidation plan was part of rehabing existing roads. Paul Kirkwold responded that the County has not developed new roadways for many decades. The County's position on communities constructing new alignments is that it is a community (i.e. municipality) function. The County's position is that jurisdiction will be discussed after the road way is built.

Paul Kirkwold commented on County funds that are part of the project's tentative budget. He noted that \$3 million from RCRRA is value from existing right of way and the \$1.5 million is identified as CSAH funds. Unless Phalen Boulevard is designated as a County road, CSAH funds cannot be used. The annual County allotment for CSAH funds is \$4 million, so this project would use up about 1/3 of the County's CSAH funds for a year. New roadways can't accumulate funds for reconstruction for 25 years. The sooner this roadway is put into the system, the faster the County can accumulate funds to help start raising the \$1.5 million, but the County would assume all responsibilities of construction if it owns the road. Municipalities, however, can use MSA funds.

Commissioner Reinhardt asked what the time line is between now and construction. Nancy Frick answered that construction is estimated to begin in 2000 or 2001. Mn/DOT has reconstruction of I35E slated for 2004 but can be started after the City has started.

Mike Klassen, St. Paul Public Works, stated that the City has already requested state aid designation to start accumulating municipal state aid dollars and would like to start conversations with the County this spring, after alignment choices are narrowed down.

Commissioner Bennett commented that St. Paul has not done a good job of inviting people to get off the freeway in St. Paul and traffic will accumulate. He cautioned that the County may not want to own this unless it is user and visitor friendly.

Commissioner Rettman had the same concerns as Commissioner Bennett and said that the County needs to be involved every step of the way. She noted that the freeway should not only be used as a way to get out of downtown; businesses would be abandoned.

Nancy Frick commented that she appreciated the comments on congestion and that the Pennsylvania interchange concerns let to the study. Economic development and transportation are tied and does lead to traffic. Model traffic design for the W2 alternatives can accommodate traffic.

Commissioner Rettman asked if there are any variances from state criteria. Paul Kirkwold responded that there weren't and that the state will be more concerned with ramp capacity and frontage road capacity as the project moves ahead.

Mike Klassen remarked that the buses and bus drivers will be coming into and out of the bus garage during non-peak hours so the bus traffic won't be a problem during peak times.

Commissioner Wiessner asked how this project fits into LRT and commuter rail discussions. Nancy Frick responded that the RCRRA owns much of the land for this project and the BN land is reserved for an LRT option and is currently being used as a trail. Nancy provided recommendations by the City for the RCRRA to concur with:

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 of the documentation.
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 locate 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 this 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.

Commissioner Bennett stated the the County will work with the City.

Commissioner Wiessner asked where the Rush Line Corridor enters St. Paul and if it enters the Phalen Corridor. Kathy DeSpiegelaere answered that the Rush Line Corridor enters St. Paul along the CP Rail Line and doesn't impact the Phalen Corridor.

Commissioner Wiessner asked what right of way the RCRRA owns along the Phalen Corridor. Kathy DeSpiegelaere answered that the RCRRA owns right of way from Kellogg Boulevard to Beam Avenue and only small a portion of right of way is being requested for the Phalen Corridor.

Commissioner Rettman requested that Kathy DeSpiegelaere and Paul Kirkwold put together all the decision factors because of cost concerns and legal concerns. She asked for a map of all the corridors that the RCRRA owns. She also was concerned about using CSAH funds and taking them away from other roads. She wanted the legislators to be aware of this project.

3. Legislative Update

Terry Lindeke stated that there are two interesting pieces in the Governor's budget relating to transportation and transit:

1. A proposal to fund \$60 million for the Hiawatha Corridor. There are a lot of decisions on issues relating to this and a target date in March was made to make a more final decision on this. It is clear that the Governor and his staff are transit supporters and there is a significant amount of money in the budget for transit.
2. A proposal to reduce the amount that the public pays for license plate fees. A part of this amount would be made up by general fund money. The highway trust fund, which has always been constitutionally dedicated for highways and bridges, would now have some money that can be used in broad-based ways, including transit.

Terry commented that the new Mn/DOT Commissioner is a transit supporter and he has talked about using state and federal money for a multi-modal system.

Terry stated that careful analysis of the budget needs to be done and figured out what it means for transit and transportation.

Kathy DeSpiegelaere said that there is a federal process that occurs every year in appropriations for transportation projects. The Joint Powers Board has traditionally made requests and it is anticipated that this will occur in March. Hiawatha will get the lion's share, but Ramsey County should also look at getting funding.

Commissioner Haigh stated that the St. Paul Transit Vision Task Force has recommended a triangle of the Hiawatha, Central and Riverview Corridors and the RCRRA should reaffirm their priorities of the triangle.

Commissioner Bennett noted that even though the task force has proposed the triangle, Hennepin County abandoned the Central Corridor and Hennepin County needs to support the Central Corridor for the triangle to be viable.

Commissioner Reinhardt commented that the triangle won't work if the counties don't look at transit regionally. The RCRRA needs to reaffirm the triangle so other counties don't perceive that Ramsey County has abandoned the Central Corridor. Ramsey County needs to go to the Legislature with this regional thinking in mind. She also noted that a delegation meeting is scheduled for February 9 and a firmer position is needed to go up to the Legislature with.

Terry Lindeke stated that she will work on something to take up to the Legislature for next week. It would include support for the triangle and comments about a regional system.

Commissioner Bennett noted that Commissioner Ortega started to prepare a resolution and Terry Lindeke should work with him.

The meeting adjourned at 3:55 p.m.

2

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

February 9, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, February 9, 1999, in Council Chambers, 3rd Floor Courthouse.

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

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, Ruby Hunt, John Labosky, Art Leahy, Tom Oertel, Paul Kirkwold, Gene Haselmann, Karen Tero, Bonnie Jackelen, Barb Thoman, Hugh Faville, Jim Van Houdt, Gayle Summers, Scott Thompson, Kris Longhenry

Chairman Bennett called the meeting to order at 2:20 p.m.

3. Approve representative and alternate to the Red Rock Corridor Joint Powers Board

A motion was made by Commissioner Ortega, seconded by Commissioner Reinhardt to approve Commissioner Bennett as the representative and Commissioner Rettman as the alternate for the Red Rock Corridor Joint Powers Board.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has approved the Red Rock Corridor Joint Powers Board agreement; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority appoints the following members to the Red Rock Corridor Joint Powers Board:

Representative: Commissioner Tony Bennett

Alternate Commissioner Janice Rettman

4. Ratify quarterly report of payments for October 1 through December 31, 1998

A motion was made by Commissioner Reinhardt, seconded by Commissioner Rettman to ratify quarterly report of payments for October 1 through December 31, 1998.

Ayes - 7, Nays - 0
Motion accepted.

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

1

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

1. Report of the St. Paul Transit Vision Advisory Task Force

Three Co-chairs, Ruby Hunt, John Labosky and Art Leahy, presented information and recommendations on the St. Paul Transit Vision Advisory Task Force.

Ruby Hunt stated that the charge of the Task Force was to develop recommendations on transit including priorities for major transit improvements. She noted that there were nineteen members representing the business community, community transit agencies and a representative of the Suburban Chamber of Commerce. There were eleven meetings from October, 1998 to January, 1999. The meetings consisted of gaining background information from presentations, a bus tour and recommendations were based on consensus.

Ruby commented that one recommendation included a commitment to a triangle of priority corridors consisting of the Hiawatha, Central and Riverview Corridors.

Ruby said that there was great teamwork and good attendance amongst Task Force members.

Ruby quoted Reader's Digest on it's definition of "vision" as a compelling image of an achievable future. She commented that the Task Force achieved this and technology decisions would be the responsibility of policy makers and others more knowledgeable.

Ruby thanked Art Leahy, John Labosky and Kathy DeSpiegelaere for their work on the Task Force.

John Labosky highlighted the fifteen recommendations of the Task Force:

1. Transit is an integral part of the regional transportation system.
2. Transit is essential.
3. Transit priorities need to be part of a master plan.
4. Transit, land use and urban design need to go hand in hand.
5. Transit needs a dedicated source of stable funding in addition to property tax revenues.
6. There are exceptional opportunities for federal funding for this region.
7. The region needs a transit system that includes bus and rail.
8. The commitment to transit needs to be substantially increased.
9. Investment in rail components as part of a regional transit system must be initiated now.
10. St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.

11. The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.
12. The optimum transit solution should be sought for each corridor.
13. Transit enhancements in addition to major investments, need to occur now.
14. The benefits of transit and the need for transit must be communicated.
15. A complementary balance must be found among transportation modes.

John noted that the Task Force was evenly split on deciding which corridor would be priority. He stated that those who favored the Central Corridor did so because of ridership figures and the positive impact on liveability and development in the area. Those who favored the Riverview Corridor did so because of economic development potential of connecting the Mall of America, the airport and downtown St. Paul.

Art Leahy stated that he was pleased to be a Co-chair and that the members on the Task Force worked very hard to arrive at their recommendations.

Art stated that Metro Transit is in the middle of a sector study of the bus system and the current transit system is better today than a year ago and will be better next year. He commented that Scott Thompson, Metro Transit, was available to brief the RCRRA on some of the current activities along the Riverview Corridor.

Commissioner Haigh said that the Task Force did a very good job in arriving at the recommendation of the triangle. She asked how commuter rail and light rail meet on the Central Corridor and was concerned that commuter rail would go first.

Art Leahy answered that there was a great deal of discussion on technology, but the committee felt that technology decisions were beyond their scope. He suggested looking at service characteristics and then look at the options.

Commissioner Wiessner stated that she was concerned that there weren't more Ramsey County representatives and different perspectives would have been noted. Commissioner Haigh agreed with Commissioner Wiessner's comments, but said that this is a first step.

Commissioner Ortega thanked the Co-chairs for their presentation.

A motion with an amendment was made by Commissioner Reinhardt, seconded by Commissioner Haigh to approve the report of the St. Paul Transit Vision Advisory Task Force. The amendment is to change the last sentence of the last resolved in the resolution to "work with others including residents and state and federal legislators to implement the remaining recommendations".

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, The St. Paul Transit Vision Advisory Task force was appointed by the Chair of the Ramsey County Board of Commissioners, the Chair of the Ramsey County Regional Railroad Authority and the Mayor of the City of St. Paul, and

WHEREAS, The St. Paul Transit Vision Advisory Task Force has met eleven times between October 1, 1998 and January 28, 1999 to discuss transit, establish goals for transit and make recommendations on transit for the metro east area, and

WHEREAS, The St. Paul Transit Vision Advisory Task Force has made the following recommendations:

1. Transit is an integral part of the regional transportation system.
2. Transit is essential.
3. Transit priorities need to be part of a master plan.
4. Transit, land use and urban design need to go hand in hand.
5. Transit needs a dedicated source of stable funding in addition to property tax revenues.
6. There are exceptional opportunities for federal funding for this region.
7. The region needs a transit system that includes bus and rail.
8. The commitment to transit needs to be substantially increased.
9. Investment in rail components as part of a regional transit system must be initiated now.
10. St. Paul, Ramsey County and the region need to affirm priorities for transit investments here.
11. The priority for a major investment in transit in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.
12. The optimum transit solution should be sought for each corridor.
13. Transit enhancements in addition to major investments, need to occur now.
14. The benefits of transit and the need for transit must be communicated.
15. A complementary balance must be found among transportation modes.

Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority endorses the recommendations of the Task Force, thanks its members for their time and considerable effort in formulating the recommendations

and resolves to implement the recommendations that are within its scope and work with others including residents and state and federal legislators to implement the remaining recommendations.

Commissioner Rettman distributed a resolution for RCRRA support of retention of the Canadian Pacific Railway rail spur to serve the needs of Tilsner Carton. This will keep the rail line open so businesses in the area are not lost.

A motion was made by Commissioner Rettman, seconded by Commissioner Bennett to approve RCRRA support of the retention of the Canadian Pacific Railway rail spur to serve the needs of Tilsner Carton.

Ayes - 7, Nays - 0.
Motion accepted.

WHEREAS, Canadian Pacific Railway proposed to abandon trackage southeast of Jackson Street, Line, St. Paul, MN in Ramsey County (STB Docket No. AB-57 (Sub-No. 46X)) and

WHEREAS, Tilsner Carton Company, 162 York Avenue East, is a thriving St. Paul business that relies upon a rail spur at its site; and

WHEREAS, Tilsner Carton Company is planning on expanding at its site; and

WHEREAS, Economic development and retention of employers in St. Paul is important to Ramsey County; Now Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports the retention of the rail spur to serve the needs of Tilsner Carton; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its Chair to send a copy of this resolution to the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street NW, Washington, DC 20423-0001 and to Diane P. Gerth, 150 South Fifth Street, Minneapolis, MN 55402.

2. State and federal legislative update

Commissioner Reinhardt requested that the Ramsey County position on approving the triangle be included in the program.

Commissioner Haigh asked why the Central Corridor wasn't included in a request for \$29 million for transitway development in the East Metro and the Riverview and Red Rock Corridors were included. Commissioner Ortega answered that this item has already been federally authorized and appropriated with the Joint Powers Board and the Metropolitan Council packages.

Commissioner Bennett stated that there was already a federal designation and funding for the Riverview Corridor and Hennepin County should be included in the Central Corridor discussions.

Commissioner Reinhardt commented that the Central Corridor should be included in Ramsey County's legislative packet by way of reaffirming position on the triangle.

Commissioner Haigh requested discussion on how work on the triangle impacts federal funding application and how that impacts what we're doing with our other partners.

A motion was made by Commissioner Ortega, seconded by Commissioner Haigh to approve that RCRRA approves the legislative requests of the Metropolitan Light Rail Transit Joint Powers Board.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority is a member of the Metropolitan Light Rail Transit Joint Powers Board; and

WHEREAS, The Metropolitan Light Rail Transit Joint Powers Board has adopted a legislative program on transportation (attached) for 1999; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the legislative requests of the Metropolitan Light Rail Transit Joint Powers Board.

The meeting adjourned at 2:55 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

February 18, 1999
Date

Board Action Requested

Policy discussion and priorities on transit.

ACTION MAY BE TAKEN

Request Justification

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

February 23, 1999
Board Date

Kristine A. Longherry
Signature

2-18-99
Date



TONY BENNETT
BOARD OF RAMSEY COUNTY COMMISSIONERS
DISTRICT 1

JOE MURPHY
ASSISTANT TO COMMISSIONER

220 COURT HOUSE
SAINT PAUL, MINNESOTA 55102
TEL. (651) 266-8350
FAX (651) 266-8370

MEMORANDUM

TO: Commissioner Rafael Ortega
Commissioner Dino Guerin
Commissioner Susan Haigh
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Parker Wiessner
Terry Schutten

FROM: Tony Bennett *Tony/B*

DATE: February 22, 1999

SUBJECT: Materials for Regional Railroad Authority Meeting
Tuesday, February 23, 1999
1:30 p.m.
St. Paul Hotel, Mayo Room

Please see the attached information for use during our Tuesday afternoon Regional Railroad Authority meeting.

I'm looking forward to a good work session on the ideas presented in this material. Please contact me if you have any questions or comments.

Thank you.

cam

Attachment

cc: Representative Alice Hausman (FAX 651-296-4165)
Senator Randy Kelly (FAX 651-296-6511)
Terry Lindeke
Nick Riley
Kathy DeSpiegelaere
Dave Verhasselt
Bill Huepenbecker, City of St. Paul

Minnesota's First Home Rule County

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DRAFT

REGIONAL RAILROAD AUTHORITY MEETING

Tuesday, February 23, 1999

1:30 p.m.

St. Paul Hotel, Mayo Room

BACKGROUND ON RECENT TRANSIT ACTIONS FOR RAMSEY COUNTY

- o The Transit Vision Advisory Task Force has recommended that major transit investments be made now in the core triangle of Hiawatha, Riverview, and Central Corridors.
- o The Minnesota Department of Transportation commuter rail Phase II study is completed and recommends that the first priority, if commuter rail is constructed, is the corridor from St. Paul to Elk River.
- o The Metropolitan Light Rail Transit Joint Powers Board has approved a legislative package that seeks funding for the Riverview and Red Rock Corridors (Minneapolis-St. Paul to Hastings) to the point of construction.
- o The Chair of the Regional Railroad Authority and the Ramsey County representative to the Metropolitan Light Rail Transit Joint Powers Board have met with our partners, including other counties, Metropolitan Council, Minnesota Department of Transportation, and the City of St. Paul to further the transit vision of Ramsey County as it pertains to the overall regional transit plan.

2/22/99, 12:30 p.m.

THE TRANSIT VISION

All of the east metropolitan area and Ramsey County, including the City of St. Paul, must be included now in the major transit investments being made in Minnesota. Inclusion now is necessary to foster the growth of an economically balanced regional community.

ACTION STEPS

1. The Regional Master Plan for Transit must include the Core Triangle (Hiawatha, Riverview, Central) and a minimum of three rail corridors in Ramsey County. Investment in these corridors will foster smart growth.
 - o Riverview Corridor
 - o Central Corridor
 - o Commuter Corridor, Elk River to St. Paul (Hennepin/Ramsey portion)
2. There must be a commitment to building major transit improvements in the Riverview Corridor, Central Corridor, and the Hennepin/Ramsey Connector by the end of this legislative session. The unfunded cost of this commitment is \$69 million to bring these three projects to the point of construction.
3. Ramsey County, the City of St. Paul, and our partners (Hennepin, Washington, Anoka, and Dakota Counties, the Metropolitan Light Rail Transit Joint Powers Board, Metropolitan Council, Metro Transit, Minnesota Department of Transportation) will work together to advance major transit improvements in these locations:

TRANSIT CORRIDORS

- Light Rail
 - o Hiawatha light rail (Downtown Minneapolis to airport and the Mall of America) [100 percent Hennepin County]
 - o Riverview (Eastside to downtown St. Paul to airport and the Mall of America) [15 percent Hennepin County/85 percent Ramsey County]
 - o Central (Downtown Minneapolis to downtown St. Paul via University Avenue) [30 percent Hennepin County/70 percent Ramsey County]
- Commuter Rail
 - o Northstar (St. Cloud to St. Paul)
 - o Hennepin/Ramsey (commuter rail) Connector (Minneapolis to St. Paul) [23 percent Hennepin County/77 percent Ramsey County]
 - o Red Rock (Hastings to downtown St. Paul)

OUTCOMES

1. A light rail link to Hiawatha and downtown St. Paul from both the Riverview and Central Corridors.
2. Immediate transit improvements will continue to be made in the Riverview and Central Corridors. These may be shelters, hubs, lighting, signs, busses, or other improvements.
3. When commuter rail proceeds in the Northstar Corridor (St. Cloud to the southeast), it will extend to downtown St. Paul and will not end in Minneapolis. As a sign of our commitment to this outcome, Ramsey County will seek to join the Northstar Corridor Development Authority.

RIVERVIEW CORRIDOR -- PHASE I
TO GET TO 30 PERCENT DESIGN

<u>ESTIMATED EXPENSES</u>	<u>ESTIMATED YEAR</u>	<u>EXPLANATION</u>
\$1,150,000	1999	Major Investment Study - federal share
\$ 287,500	1999	Major Investment Study - local/state share
\$1,500,000	1999	Transit Improvements - federal share
\$ 775,000	1999	Transit Improvements - state share
\$ 400,000	1999	Transit Improvements - local share
\$5,000,000	2000	30% design, environmental work
<u>\$3,000,000</u>	2000	Transit improvements
(5) \$12,112,500	EXPENSES SUBTOTAL	

<u>REVENUES</u>	<u>ESTIMATED YEARS</u>	<u>EXPLANATION</u>
\$2,650,000	1998 and 1999	Federal funds
\$3,543,750	1998 and prior years	State funds
<u>\$ 543,750</u>		Local funds
\$6,737,500	REVENUE SUBTOTAL	
EXPENSES	\$12,112,500	
-REVENUES	<u>6,737,500</u>	
SUBTOTAL	\$ 5,375,000	UNMET NEED (work with partners to meet the unmet needs)

RIVERVIEW CORRIDOR -- PHASE II
TO GET TO CONSTRUCTION

<u>ESTIMATED EXPENSES</u>	<u>ESTIMATED YEAR</u>	<u>EXPLANATION</u>
\$ 3,000,000	2001	Transit Improvements
<u>\$18,000,000</u>	2003	Final Design
\$21,000,000 SUBTOTAL		UNMET NEED (Work with partners to meet the unmet needs.)

TOTAL UNMET NEEDS, PHASES I AND II

\$ 5,375,000	Phase I unmet need
<u>\$21,000,000</u>	Phase II unmet need
\$26,375,000	

TOTAL EXPENSES TO POINT OF CONSTRUCTION

\$12,112,500	1999 and 2000	PHASE I
<u>\$21,000,000</u>	2001 and 2003	PHASE II
\$33,112,500		

TOTAL FUNDS NEEDED TO POINT OF CONSTRUCTION

\$ 6,737,500	On hand
\$ 5,375,000 Unmet need	PHASE I (Work with partners to meet the unmet needs.)
<u>\$21,000,000</u> Unmet need	PHASE II
\$33,112,500	PHASES I AND II

NOTE: Riverview Corridor estimated length is 8.4 miles, of which 85 percent is in Ramsey County. All dollars are generalized estimates. Estimated construction cost of light rail transit in this corridor is \$278 million, in addition to the \$33 million.

HENNEPIN-RAMSEY CONNECTOR

<u>ESTIMATED EXPENSES</u>	<u>ESTIMATED YEAR</u>	<u>EXPLANATION</u>
\$ 250,000	1999	Feasibility and major investment study - state share
\$1,000,000	2000	Major investment study and EIS
\$3,000,000	2001	Engineering work
<u>\$4,000,000</u>	2002	Continue engineering work
\$8,250,000 EXPENSES TOTAL		To point of construction

① REVENUES TOTAL

\$250,000 portion of Red Rock state funds - 1998

EXPENSES	\$8,250,000
-REVENUES	<u>250,000</u>
	\$8,000,000

UNMET NEED (Work with partners to meet the
unmet needs.)

NOTE: The Hennepin/Ramsey Connector estimated length is 10.4 miles, of which 77 percent is in Ramsey County and 33 percent in Hennepin County. This route connects to the Northstar and Red Rock Corridors. All dollars are generalized estimates. Estimated construction cost of commuter rail in this corridor is \$57 million, in addition to the \$8 million.

CENTRAL CORRIDOR

<u>ESTIMATED EXPENSES</u>	<u>ESTIMATED YEAR</u>	<u>EXPLANATION</u>
\$1,000,000	1999	Update environmental studies
\$7,800,000	1999	Transit improvements - federal share
\$1,950,000	1999	Transit improvements - state and other share
\$2,000,000	2000	Continue update of environmental studies
\$7,000,000	2001	30 percent design, environmental work
<u>\$25,000,000</u>	2004	Final design
③ \$44,750,000 EXPENSES TOTAL		To point of construction

REVENUES:

\$7,800,000	1998	Federal funds
<u>\$1,950,000</u>	1998	Non-federal share
\$9,750,000 SUBTOTAL		

EXPENSES	\$44,750,000
-REVENUES	<u>\$ 9,750,000</u>

\$35,000,000

UNMET NEED (Work with partners to fund unmet needs.)

NOTE: Central Corridor estimated length is 9.4 miles, of which 70 percent is in Ramsey County and 30 percent in Hennepin County. This route connects downtown St. Paul and Minneapolis. All dollars are generalized estimates. Estimated construction cost of light rail transit in this corridor is \$400 million.