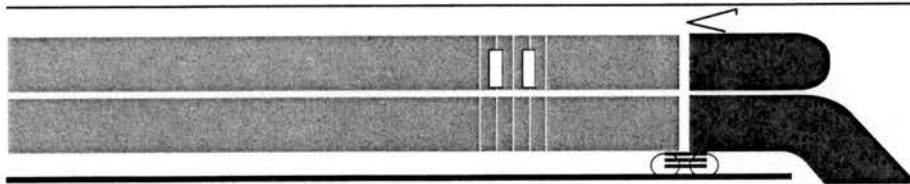




Ramsey County Regional Railroad Authority.
Records.

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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

August 14, 2001

Immediately following Administrative Board Meeting

Third Floor Council Chambers

1. * Approve minutes from May 8, 2001 RCRRA workshop and May 22, 2001 RCRRA workshop
2. * Approve Cost Sharing Agreement A15010 with Hennepin County Regional Railroad Authority for 50% cost participation in the cost of the Northeast Diagonal Land Use/Transit Scenario Study and authorize the Chair of the RCRRA to execute Agreement A15010 for an amount not to Exceed \$50,000
3. Central Corridor Scoping Report
4. Red Rock Corridor Commuter Rail Feasibility Study
5. Rush Line Corridor Transit Study Draft Executive Summary
6. * Ratify Partial Payment No. 7 in the amount of \$223,547.17; No. 8 in the amount of \$250,865.16; No. 9 in the amount of \$142,267.11; and No. 10 in the amount of \$183,495.69 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study
7. * Ratify quarterly report of payments for October 1, 2000 to December 31, 2000 and January 1, 2001 to March 31, 2001
- * Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY WORKSHOP

The Ramsey County Regional Railroad Authority met on Tuesday, May 8, 2001, in the Large Conference Room 220 Courthouse.

MEMBERS PRESENT:

Chair Tony Bennett
Commissioner Susan Haigh
Commissioner Jim McDonough
Commissioner Rafael Ortega
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

OTHERS PRESENT:

David MacMillan, Kathy DeSpiegelaere, Kris Longhenry,
Karen Tero, Mary Ann Palmer, Gene Haselmann, Alicia
Vap, Vern Wehlage, Terry Speiker, Ken Martin, Steve
Morris

Chair Bennett called the workshop to order at 11:10 a.m.

2. Legislative update

Chair Bennett stated that the workshop was being held because the RCRRA needs to speak more firmly about its priorities. The RCRRA supported the transit triangle of the Hiawatha Corridor, Central Corridor and Riverview Corridor as long as it was a first class triangle. He commented that with funding disappearing and the City of St. Paul planning an upgraded bus system down West Seventh Street, against County wishes, the RCRRA needs to take a stand and agree again not to support a busway going down West Seventh Street.

Kathy DeSpiegelaere stated that House File 2340 (HF2189) is concerning in relation to funding for transit. Because of rising costs (fuel, etc.), if the House bill prevails, there will be service cuts in Metro Transit's routes (50% in some areas). The House bill also cuts \$19 million from \$44 million appropriated for the Riverview Corridor during the last legislative session.

Kathy DeSpiegelaere noted that the Riverview Corridor project transitioned to Metro Council in November 2000 and Metro Transit has been working on it. In November, St. Paul and Ramsey County Regional Railroad Authority supported a busway for the corridor. An Environmental Impact Statement (EIS) process has begun. Kathy commented that the alternative for West Seventh Street that St. Paul staff proposed was beautification rather than a busway. Kathy added that on Friday, May 11, 2001, a Policy Committee will meet and Commissioners Bennett and Ortega are members. Kathy suggested if the EIS continues, a scoping process will be done on the Riverview Corridor and the RCRRA may want to reaffirm its commitment of the busway being diamond lanes on West Seventh Street.

Commissioner Haigh asked who was on the Policy Committee. Kathy DeSpiegelaere answered Tony Schertler and Chris Coleman from St. Paul, Commissioners Bennett and Ortega, Ted Mondale, a Hennepin County Commissioner, and a Metro Council representative yet to be appointed.

Commissioner Haigh commented that once the resolution was passed on the preferred alternative, jurisdiction of the Riverview Corridor project shifted. She noted that other than Commissioners Bennett and Ortega being on the Policy Committee, RCRRA has no jurisdiction.

Kathy DeSpiegelaere stated that some of the funding for the Riverview Corridor is still under Ramsey County jurisdiction.

Commissioner Rettman asked what the impact of pulling \$19 million from the appropriated \$44 million would be. Kathy DeSpiegelaere answered that it could cut the length of the project, eliminate some locations and could eliminate some amenities.

Commissioner Ortega distributed a letter from a St. Paul constituent questioning a rumor about St. Paul PED staff proposing discontinuing the EIS. Commissioner Ortega stated that the RCRRA wants the EIS done, but there doesn't have to be agreement on how it's done. He noted that there needs to be participation from the community and what he's heard is a busway going down West Seventh isn't what they want. He commented that the \$19 million being pulled doesn't prevent the RCRRA from going back to the legislature next year and asking for it.

Commissioner Reinhardt stated that she spoke with Ted Mondale and he said that the EIS is going forward. She commented that the RCRRA needs to reaffirm the November 2000 resolution that was passed by the RCRRA, about the EIS and RCRRA's commitment to alternatives to West Seventh Street for the busway.

Commissioner Bennett commented that RCRRA's opposition to the \$19 million being pulled be added to the resolution.

Commissioner Haigh asked what the positions of Metro Council and the Governor are. Derek Crider, Metro Transit, answered that the best position would be all of the money kept in the project. A lighter busway system could be proposed through the scoping process if a portion of the state funds were eliminated.

Commissioner Wiessner noted that she is abstaining from voting on any issue affecting West Seventh Street, due to a conflict of interest with her husband's business in the area.

Motion by Commissioner Reinhardt, seconded by Commissioner Ortega to reaffirm the original November 2000 resolution adding RCRRA's desire to continue the Riverview Corridor EIS and reaffirm its position on the EIS of considering alternatives to West Seventh Street for the busway location and also note on the resolution tying it to a second resolution on legislation.

Ayes – 6, Nays – 0, Other - 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority on November 21, 2000, by resolution R00-23, adopted a position that the Riverview Corridor locally preferred alternative is bus rapid transit; and

WHEREAS, The Riverview Environmental Impact Statement has been initiated by the Metropolitan Council; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority reaffirms its position as described in the November 21, 2000 resolution on the Riverview Corridor; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority affirms its commitment that alternatives for a busway in the Riverview Corridor should be thoroughly examined in locations other than West Seventh Street; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority strongly supports the continuation of the Environmental Impact Statement process as a way to analyze the alternatives that were studied in the Major Investment Study in greater detail with continuing citizen participation; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority passed a companion resolution R01-08 which identifies its position on transit issues being discussed at the Minnesota Legislature. That resolution is attached.

Motion by Commissioner Rettman, seconded by Commissioner Ortega to create a resolution supporting the Metro Light Rail Transit Joint Powers Board support of Senate File 2340 and concerns of House File 2340 (HF 2189).

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Transit is a critical element in the movement of people and the vitality of cities, towns and neighborhoods within Ramsey County and the metropolitan region; and

WHEREAS, Recent gains in transit ridership are evidence that there is a latent demand for transit in our region; and

WHEREAS, The Texas Transportation Institute has concluded that congestion in the Twin Cities is increasing and we are now the 15th most congested area in the United States; and

WHEREAS, Transit is a key component to meeting the demand for transportation services that highways alone cannot fulfill; and

WHEREAS, The Minnesota Legislature is considering legislation relating to transportation and legislation; Now, Therefore, Be It

WHEREAS, The position of the Ramsey County Regional Railroad Authority is consistent with the position of the Metropolitan Light Rail Joint Powers Board; and

RESOLVED, That Ramsey County Regional Railroad Authority (RCRRA) adopts the following positions on transit legislation:

Senate File 2340

1. The RCRRA strongly supports:

- The proposed constitutional amendment that would dedicate 18% of motor vehicle excise tax revenues to transit operating assistance.
- The \$23 million appropriation for passenger rail, including the Northstar Corridor, the Midwest Regional Rail Initiative and the Union Depot.
- The \$10 million appropriation for transitways corridors, including Cedar Avenue, Central Corridor and the Rush Line Corridor.
- The appropriation for the support of the bus system in the metropolitan area and the \$18 million appropriation that would forestall a fare increase for bus riders.

2. If the metropolitan counties elect to impose a sales tax, the RCRRA strongly believes that the tax revenues must be made available for the construction and operation of busways, light rail transit and commuter rail as well as bottleneck removal and capital expenses relating to the metropolitan bus system. (The current proposal limits the use of tax revenue to bottleneck removal and capital expenses relating to the metropolitan bus system.)

House File 2340 (HF 2189)

1. The RCRRA is very concerned about:

- The failure to provide for a dedicated source of funding for transit, and the insufficient appropriations for the bus system. The \$58.9 million appropriation for the metropolitan bus system is \$22 million below the Governor's budget request and would result in a significant decline in bus service.
- The failure to provide funding for the proposed commuter rail corridors (Northstar and Red Rock) or for the transitway corridors (Cedar, Central, and Rush Line).

2. The RCRRA opposes:

- The prohibitions against the study of commuter rail and light rail by Mn/DOT and the Metropolitan Council.
- The cancellation of the \$19 million appropriation for 2000 for busway development
- The establishment of special taxing districts in light rail transit corridors to pay for operation.
- The constitutional dedication of motor vehicle excise tax funds that would restrict use exclusively for highways.

3. The RCRRA questions the need for:

- The prohibition against smart growth principles. (Note that the Federal Transit Administration requires the demonstrations for transit oriented development in order to receive federal funding.)
- The requirement of a full cost accounting for the Hiawatha Corridor, another attempt to slow down a project that has already been approved.

House Omnibus Tax Bill

The RCRRA supports the dedicated funding for transit and the decreased reliance on property taxes, providing that this proposal provides equivalent funding in the future. It strongly opposes the prohibition against the use of the fund for commuter rail or light rail transit.

House File 218

The RCRRA opposes the re-enactment of the requirement of a cost-benefit analysis for transit developments in excess of \$5 million.

And, Be It Further

RESOLVED, That RCRRA strongly opposes the House proposal that would eliminate \$19 million from the budget for the Riverview Corridor busway; and Be It Further

RESOLVED, That RCRRA has passed a companion resolution, R01-08, attached, relating to the Riverview Corridor busway.

1. Approve minutes of the March 27, 2001 RCRRA meeting

Motion by Commissioner Ortega, seconded by Commissioner McDonough to accept the minutes of the March 27, 2001, RCRRA meeting.

Ayes – 7, Nays – 0
Motion accepted.

The workshop was adjourned at 11:45 a.m.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY WORKSHOP

The Ramsey County Regional Railroad Authority met on Tuesday, May 22, 2001, in the Large Conference Room 220 Courthouse.

MEMBERS PRESENT:

Chair Tony Bennett
Commissioner Susan Haigh
Commissioner Jim McDonough
Commissioner Rafael Ortega
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

OTHERS PRESENT:

David MacMillan, Kris Longhenry, Alicia Vap, Terry Speiker, Ken Martin, Steve Morris, Paul Kirkwold, Connie Peikert, Ken Haider, Nick Riley

Chair Bennett called the workshop to order at 11:10 a.m.

2. Legislative update

Terry Speiker stated that she spoke with Senator Randy Kelly and he believed that the \$19 million for the Riverview Corridor busway in Senate Bill 2340 is not in jeopardy. He commented that the commuter rail funds probably won't stay in the bill, but may go into a bonding bill.

Terry Speiker noted that the omnibus for public safety and transportation includes DWI, court funds, custody, divorce, domestic abuse and racial profiling, which is unusual. Nick Riley added that the committees don't match up well. He stated that the House has judiciary members on its transportation committee. They also don't have targets for large funding items.

Terry Speiker stated that she spoke with Kathy DeSpiegelaere about the Central Corridor and the Red Rock Corridor coordination. Terry asked Kathy if Mn/Dot and Washington County have taken official action on this. Kathy felt it was time-sensitive, but wasn't closely tied with legislation.

Steve Morris commented that the Red Rock and Central Corridor projects are in different phases of their studies. The Red Rock Corridor is finishing its feasibility study and the Central Corridor is beginning its EIS. The environmental work coordination with the corridors is the issue. Steve didn't believe that the RCRRA needed to make a decision today on coordination, but asked for the member's thoughts.

Commissioner Haigh said that she felt the Central Corridor Coordinating Committee is working well and wouldn't like to see this expertise lost if a new group would be formed to work on both corridors. She would like to have the Central Corridor attach itself to the Northstar corridor first rather than the Red Rock Corridor so the Central Corridor could get an earlier start. She noted that technically, coordinating with the Red Rock Corridor would be easier, but there would be other considerations and didn't feel that the timing was right. Commissioner Rettman added that she doesn't wish to combine the Central Corridor and the Red Rock Corridor yet.

Commissioner Bennett stated that he didn't think the Northstar Corridor was interested in having the Central Corridor joining it. He believed that it would be easier to work with the Red Rock Corridor. Commissioner Ortega noted that the RCRRA has discussed the issue with the

Northstar Corridor for a long time. With Mn/DOT taking over the Northstar Corridor and potential for high-speed rail, how does this affect coordination?

Commissioner Bennett commented that the Red Rock Corridor feels that the Central Corridor is part of their corridor.

Steve Morris stated that the Red Rock Corridor had ridership forecasts done which include the Central Corridor. He said that Mn/DOT doesn't really have staffing funds to work on more than the Northstar Corridor, but they are looking for more funds.

Commissioner Wiessner asked if it is possible that there could be commuter rail and light rail transit on the Central Corridor. She questioned if the RCRRA is giving up something if they make a decision on linking the Central Corridor up with another corridor. Steve Morris responded that Central Corridor will require a combination of services. Commuter rail, light rail transit and busways serve different markets. The study outcome will probably be a recommendation for commuter rail and either a busway or light rail transit.

Commissioner Haigh stated that the RCRRA needs to coordinate with the Red Rock corridor, but not disengage themselves from the EIS by linking up with the Red Rock Corridor. The EIS needs to be completed to select a locally preferred alignment and then joining with the Red Rock Corridor should be considered.

Commissioner Bennett stated that Washington County is asking if the commuter rail portion of the EIS can be combined with the Red Rock Corridor. The issue is what route would be used. Nick Riley suggested that the EIS should be continued because it looks like light rail transit will be the locally preferred alternative, but the commuter rail piece can be looked at by Washington County. Steve Morris added that the Central Corridor Coordinating Committee is looking at both alternatives. Steve noted that at some point, the two may blend together, but for now, they are on separate paths.

Commissioner Rettman is concerned that if the commuter rail piece gets built on the Central Corridor, than that might have a negative impact on the light rail transit portion due to funding. Steve Morris agreed, but commented that the ridership is lower in commuter rail. Steve also said that we don't want commuter rail and light rail to compete.

Commissioner McDonough commented that St. Paul staff was at the last Red Rock Corridor meeting. St. Paul has made a commitment that Union Depot has a stop if high-speed rail comes. The Red Rock Corridor has the same commitment and is concerned about how Red Rock Corridor and Central Corridor coordinate at that location.

Commissioner Bennett directed RCRRA staff to work with St. Paul staff and the Red Rock Corridor staff on coordination.

The workshop was adjourned at 11:55 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

August 6, 2001

Date

Board Action Requested

Approve Cost Sharing Agreement A15010 with Hennepin County Regional Railroad Authority for 50% cost participation in the cost of the Northeast Diagonal Land Use/Transit Scenario Study and authorize the Chair of the RCRRA to execute Agreement A15010 for an amount not to exceed \$50,000.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from A. Vap dated 8/7/01
 3. Cost Sharing Agreement No. A15010 between Hennepin County Regional Railroad Authority and Ramsey County Regional Railroad Authority

Budgeting and Accounting

Vern Wallage 8/7/01

County Attorney

Dick Mac Miller

Risk Management

Documentation certified complete for:

August 14, 2001

Board Date

Kristine A. Longhenry
Signature

8-6-01

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Northeast Diagonal Transitway extends from downtown Minneapolis to White Bear Lake through Minneapolis, St. Anthony, Roseville, Vadnais Heights, Gem Lake, and White Bear Lake, generally following the partially abandoned Burlington Northern Santa Fe railroad right-of-way; and

WHEREAS, The Ramsey County Regional Railroad Authority has agreed to fund fifty percent or not more than \$50,000 of a land use/transit scenario study in this transitway with the Hennepin County Regional Railroad Authority;

WHEREAS, The Hennepin County Regional Railroad Authority will execute the contract with Hammel, Green, Abrahamson, Inc., for this study for the period of August 21, 2001, to September 30, 2002; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority enter into a Cost Sharing Agreement with Hennepin County Regional Railroad Authority for fifty percent cost participation in the cost of the Northeast Diagonal Land Use/Transit Scenario Study; and Be It Further

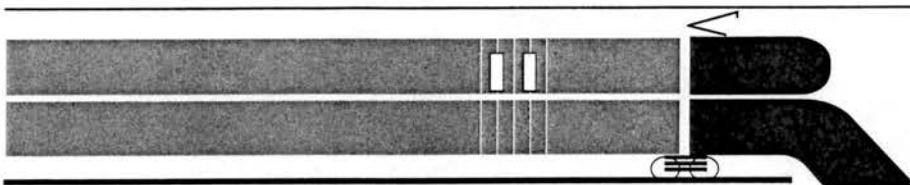
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute Cost Sharing Agreement A15010 with the Hennepin County Regional Railroad Authority for the Northeast Diagonal Land Use/Transit Scenario Study for an amount not to exceed \$50,000.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

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

Memorandum

TO: Ramsey County Regional Railroad Authority

FROM: Alicia Vap, Transportation Planner

DATE: August 7, 2001

SUBJECT: NORTHEAST DIAGONAL LAND USE/TRANSIT SCENARIO STUDY

The Ramsey County Regional Railroad Authority (RCRRA) and the Hennepin County Regional Railroad Authority (HCRRA) are funding a Land Use/Transit Scenario for the Northeast Diagonal Transitway. The study contract will be executed between HCRRA and the study consultant. The RCRRA has agreed to fund half, or up to \$50,000 of this study while the HCRRA will fund the other half, or up to \$50,000 (about 10 ½ miles of the 13 mile corridor is located in Ramsey County). The RCRRA contribution of up to \$50,000 is in the 2001 RCRRA budget. Attached is an agreement that addresses how the study will be managed and funded. It is being requested that you authorize the Chair to execute this agreement with the HCRRA for the Northeast Diagonal Land Use/Transit Scenario Study for an amount not to exceed \$50,000, as mentioned in the attached resolution.

Background:

The proposed Northeast Diagonal Transitway extends from downtown Minneapolis to White Bear Lake through the cities of Minneapolis, St. Anthony, Roseville, Vadnais Heights, Gem Lake, and White Bear Lake. In November 1998, the Burlington Northern Santa Fe Railroad (BNSF) announced plans to abandon 2.4 miles (from Broadway Street in Minneapolis to Walnut Street in Roseville) of this corridor. The remaining section of the rail corridor is anticipated to be abandoned in the future due to extremely low volumes of freight rail traffic, a small customer base for rail service, and the poor condition of the tracks.

Recognizing that the BNSF abandonment presented a unique opportunity to begin preservation of a continuous corridor, a group of local governments joined forces in early 1999. The local governments included the HCRRA, the RCRRA, Minneapolis, St. Anthony, Roseville, the Metropolitan Council, the Minnesota

Department of Transportation (MnDOT), and the I-35W Corridor Coalition. This workgroup recommended that the Regional Railroad Authorities of Hennepin and Ramsey Counties work to acquire the 2.4 segment to preserve it for a future transit site. Currently, HCRRA and RCRRA are in the process of negotiating a purchase agreement with BNSF for the 2.4 mile segment. The workgroup also recommended that the Metropolitan Council include the Northeast Diagonal Transitway in their Transit 2020 Master Plan. The Metropolitan Council did identify the Northeast Diagonal Transitway as a potential future (post 2010) transitway in the Transit 2020 Master Plan report. In order to capitalize on this designation, the workgroup recommended that a study be conducted to gauge the impact of transit supportive land use on future transit ridership.

In May 2001, Hennepin County and RCRRA issued a Request for Proposals for a land use/transit scenario study for the Northeast Diagonal study area. The purpose of this study is to develop various land use and transit infrastructure scenarios to gauge their impact on future transit ridership. The local governments can use the information generated through this study as a basis for modifying their land use patterns to encourage transit usage in their communities. The study is estimated to be completed within 12 months (August 21, 2001, to September 30, 2002) in an amount not to exceed \$100,000. As outlined in the Cost Sharing Agreement, the Hennepin County Regional Railroad Authority and RCRRA will each fund 50 percent of the total cost of the study. Funding for RCRRA's cost participation in this study will not exceed \$50,000 and was included in the RCRRA 2001 Budget.

Three proposals were received as a result of the RFP:

- Hammel, Green and Abrahamson, Inc. (HGA)
 - \$95,915 proposal (\$99,675 final negotiated contract amount)
 - Minneapolis firm
- Hoisington Koegler Group Inc. (Hoisington)
 - \$100,015 proposal
 - Minneapolis firm
- SRF Consulting Group, Inc. (SRF)
 - \$99,644 proposal
 - Minnetonka firm

To select a consultant, a Consultant Selection Team was organized, consisting of:

- Katie Walker, Hennepin County
- Alicia Vap, Ramsey County Regional Railroad Authority
- Marc Goess, Minnesota Department of Transportation (Metro Division)
- Jim Barton, Metropolitan Council
- Dennis Welch, City of Roseville Community Development Director
- Donald Pflaum, City of Minneapolis Public Works

The firm of Hammel, Green and Abrahamson, Inc. (HGA) was recommended by the Consultant Selection Committee for having the best scoring proposal. This proposal scored well because the study team contained a good balance of land use and transportation planning skills, had good subcontractors (including demographics), good graphic capabilities, and had creative ideas (such as a Developer's Roundtable).

Committees

A policy advisory committee (PAC) has been formed to guide the study process. Each jurisdiction along the Corridor, as well as the Metropolitan Council and MnDOT, are represented on the PAC. The Chair of the PAC is Ramsey County Regional Railroad Authority member Jan Wiessner. A technical advisory committee (TAC) has also been formed and will provide technical guidance during the study process. The same agencies are represented on the TAC as on the PAC.

Public Involvement

A draft public involvement plan was presented to the PAC. This plan includes a variety of communication tools to keep the stakeholders, including the cities, townships, agencies, and public, informed during the study. These tools include press releases, newsletters, and public meetings.

**COST SHARING AGREEMENT No. 15010
BETWEEN THE
HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY
AND
THE RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**

Northeast Diagonal Land Use/Transit Scenario Study

THIS COST SHARING AGREEMENT ("Agreement") is made and entered into by and between the Hennepin County Regional Railroad Authority ("HCRRA") and the Ramsey County Regional Railroad Authority ("RCRRA"), public corporations and political subdivisions of the State of Minnesota.

WHEREAS, pursuant to its authority the HCRRA is entering an agreement for consulting services with Hammel, Green, Abrahamson, Inc., for the performance of a land use/transit scenario study for an amount not-to-exceed \$100,000; and,

WHEREAS, the RCRRA agreed to fund fifty percent of the total study cost, up to \$50,000, of the RCRRA contracted Northeast Diagonal Land Use/Transit Scenario Study; and,

WHEREAS, it is in the public interest for the HCRRA and RCRRA to work cooperatively to study the impacts of various land use/transit scenarios in the Northeast Diagonal Transitway study area.

NOW THEREFORE, in consideration of the mutual agreements and covenants contained in this Agreement, the HCRRA and the RCRRA agree as follows:

Cost Sharing and Payment

1. The RCRRA shall pay fifty percent of the total study cost, up to \$50,000, of the cost of consulting services incurred by Hammel, Green, Abrahamson, Inc. A copy of the HCRRA's original agreement for consulting services is attached to this Agreement as Exhibit A. The total cost of services provided by the Consultant shall not exceed \$100,000. The HCRRA and the RCRRA's share of such total shall not be more than \$50,000 each.
2. The Consultant shall send both the HCRRA's and the RCRRA's designated representative reasonably detailed written invoices showing the total consultant services costs. Subject to the fifty percent of total cost up to \$50,000 limit stated in Paragraph 1, the RCRRA shall pay its fifty percent share of the invoiced amounts to the HCRRA within thirty (30) calendar days after receipt of the written invoices.
3. The RCRRA shall submit its payments to the Hennepin County Treasurer. Payments shall be submitted to the attention of: Mr. Tim Anderson, Senior Accountant, Hennepin County Public Service, 417 North 5th Street, Suite 310, Minneapolis, Minnesota 55401-1360.

Ramsey County Regional Railroad Authority Rights and Obligations

4. The Consultant shall prepare a draft of the work plan which will be submitted to the HCRRA and the RCRRA for review prior to approval. The HCRRA, the RCRRA, and the Consultant shall meet and confer, if necessary, to discuss proposed changes, modification, or additions to the work plan.
5. The RCRRA and the HCRRA shall have the right to direct and control, the work activities of the Consultant as they pertain to the study.
6. The RCRRA must consent, in writing, to any assignment or subcontracting by the Consultant.
7. The HCRRA shall not enter into any contract or other agreement with Hammel, Green, Abrahamson, Inc. related to this study until such contract or other agreement has been reviewed and approved by the RCRRA. Any contract or other agreement entered into between the HCRRA and Hammel, Green, Abrahamson, Inc. related to this study which has not been reviewed and approved by the RCRRA shall void this agreement and the RCRRA shall have no obligations hereunder.

Work Products, Reports and Documents

8. The HCRRA shall include the RCRRA when the HCRRA receives analyses and briefings under the HCRRA's agreement for consulting services. Upon request from the RCRRA, the HCRRA will provide the RCRRA in a timely manner copies of written materials, work products, report and documents provided to the HCRRA under the HCRRA's agreement for consulting services. The RCRRA may use, copy and distribute such materials, work products, reports and documents without restriction.

Authorized Contact Persons

9. Katie Walker, Principal Planning Analyst, Hennepin County Department of Transit and Community Works, 417 North Fifth Street, Suite 320, Minneapolis, Minnesota 55401, (612) 348-2190, is the HCRRA's designated contact person for ongoing contact with the HCRRA regarding the Northeast Diagonal Land Use/Transit Study which is the subject of this Agreement. Katie Walker will communicate directly with the Consultant questions and concerns regarding billing and payment of the contract.
10. Alicia Vap, Transportation Planner, Ramsey County Regional Railroad Authority, 50 West Kellogg Blvd., Suite 665, St. Paul, Minnesota 55102, (651) 266-2773, is the RCRRA's designated contact person for ongoing contact with the RCRRA regarding the Northeast Diagonal Land Use/Transit Scenario Study which is the subject of this Agreement. Alicia Vap will communicate directly with the Consultant as the Project Manager for the study.

Conflicts of Interest

11. The HCRRA shall inform Hammel, Green, Abrahamson, Inc. about this agreement and the RCRRA funding provided under this Agreement. The

HCRRA and Hammel, Green, Abrahamson, Inc. shall immediately discuss with the RCRRRA any current or new client obligations of the firm, which may directly conflict with the firm's ongoing work under its agreement for consulting services with the HCRRA.

Audits and Recordkeeping

12. The HCRRA shall maintain for at least three (3) years all books, record, documents and other evidence directly related to the performance of this Agreement in accordance with generally accepted accounting principals and practices of governmental entities. Upon request and reasonable notice, the HCRRA shall permit the RCRRRA to examine and copy the books, records, documents and other evidence maintained by the RCRRRA.
13. The RCRRRA and its agents shall have the right of access to and audit of the Consultant's work and records prior to final payment.

Termination

14. The HCRRA and the RCRRRA shall have the right to terminate this Agreement at any time with or without cause upon thirty (30) days written notice to the other party. In the event of such a termination, the RCRRRA shall pay its share of the costs of the services satisfactorily performed prior to the date of termination. The RCRRRA shall have the right to receive, use and distribute copies of all materials, work products, reports and documents prepared by Hammel, Green, Abrahamson, Inc. pursuant to the firm's agreement for consulting services with the HCRRA if such materials, work products, reports and documents were prepared prior to the termination of the Agreements.

Effective Date/Termination Date

15. This Agreement is effective on the date both parties' authorized representative have signed this Agreement. Notwithstanding the date of the signatures of the parties to this Agreement this Agreement shall cover consulting costs incurred by the HCRRA on or after August 21, 2001, pursuant to the HCRRA's agreement for consulting service with Hammel, Green, Abrahamson, Inc. This Agreement shall terminate on (12 months from approval date), unless earlier terminated or canceled or extended by mutual agreement of the HCRRA and the RCRRRA.

Governing Law

16. This Agreement shall be governed by and construed according to the laws of the State of Minnesota. Venue shall be in the state and federal courts of Minnesota.

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY BOARD APPROVAL

RCRRA, having signed this agreement, and the Hennepin County Regional Railroad Authority's Board of Commissioners having duly approved this contract on the ____ day of _____, 2001, and pursuant to such approval, the proper HCRRA officials having signed this contract, the parties hereto agree to be bound by the provisions herein set forth.

Approved as to form
execution

HENNEPIN COUNTY REGIONAL and
RAILROAD AUTHORITY
STATE OF MINNESOTA

Assistant County Attorney
Date: _____

By: _____
Chair of Its Board

And: _____
Executive Director

ATTEST: _____
Deputy/Clerk of Authority Board

Ramsey County Regional Railroad Authority

By: _____
Chair of Its Board

And: *K. Halperin*
Director, Ramsey County
Regional Railroad Authority

APPROVED AS TO FORM
AND EXECUTION.
RAMSEY COUNTY ATTORNEY

BY: *W. M. L. L.*

DATE: 08-07-01

Funds are available

Account Number: 150180 421501 P121002

Vern Walling 8/7/01

CORPORATE ACKNOWLEDGEMENT

STATE OF _____)
) ss.
COUNTY OF _____)

On this _____ day of _____, 19____, before me appeared
_____ (Name of Officer signing) to me
personally known, who did say that he/she is the
_____ (title of Officer) of
_____ (Legal Name of Company), the
corporation described herein and who executed the foregoing instrument; and that said
instrument was executed on behalf of said corporation by authority of its Board of
Directors or other Governing Body; and he/she acknowledged said instrument to be the
free act and deed of said corporation.

Notary Public
My Commission Expires _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

August 6, 2001

Date

Board Action Requested

Central Corridor Scoping Report.

DISCUSSION ONLY

Request Justification

See attached information. A presentation will be given at the meeting by RCRRA staff.

Budgeting and Accounting

Vern Wallage 8/7/01

County Attorney

Bill Mac Math

Risk Management

Documentation certified complete for:

August 14, 2001

Board Date

Kristine A. Longhenny
Signature

8-6-01

Date

Central Corridor Written Scoping Comments, June 2001

Category	Name	Comment
Agency	Hennein County	Washington Ave. alignment
Agency	MnDNR	Misc.
Agency	U of M	LRT on Bridge 9; BRT on Wash
Agency	Minneapolis	Washington Ave. alignment
Agency	St. Paul	Cites 1999 Plng Comm recommendation for University Ave LRT only. Proposes 3 new CBD alternatives.
Agency	MnDOT	Importance of multi-modal connections and cost estimates.
Agency	Metro Transit	Washington Ave. alignment
Agency	Red Rock	Intermodal connection
Organization	Midway Chamber of Commerce	Prefers LRT on University Ave. Includes various development, bus service maintenance, construction impact and design concerns.
Organization	PPERRIA	LRT either on University or north of it. Bus service maintenance.
Organization	Riverview Towers	Prefers LRT on Washington.
Organization	Merriam Pk	Improve transit; LRT if necessary.
Organization	Earth Protector	Fuel cell buses on Pierce Butler
Organization	Stadium Village	Prefers University Ave/Bridge 9; opposes Washington Ave.
Organization	CAAPB	Prefers plaza station or University/Jackson alignment
Organization	St. Paul TMO	Supports Jackson alternative.
Individual		Supports Washington Ave,
Individual		Supports Washington Ave,
Individual		Supports Washington Ave,
Individual		Supports LRT
Individual		Supports Washington Ave,
Individual		Supports Washington Ave,
Individual		Supports LRT
Individual		Supports LRT on University; includes other comments on purpose and need, etc.
Individual		Supports LRT on north slope of I-94 trench
Individual		Supports PRT
Individual		Concerned about cost
Individual		Supports PRT
Individual		Dist 17 supports LRT on Univ. and Jackson CBD alignment.
Individual		Supports LRT on Univ
Individual		Supports transit generally and LRT on University.
Individual		Grade separate Snelling and Univ.
Individual		Supports PRT
Individual		Supports PRT
Individual		Opposed to Bridge 9

SCOPING BOOKLET

June 2001

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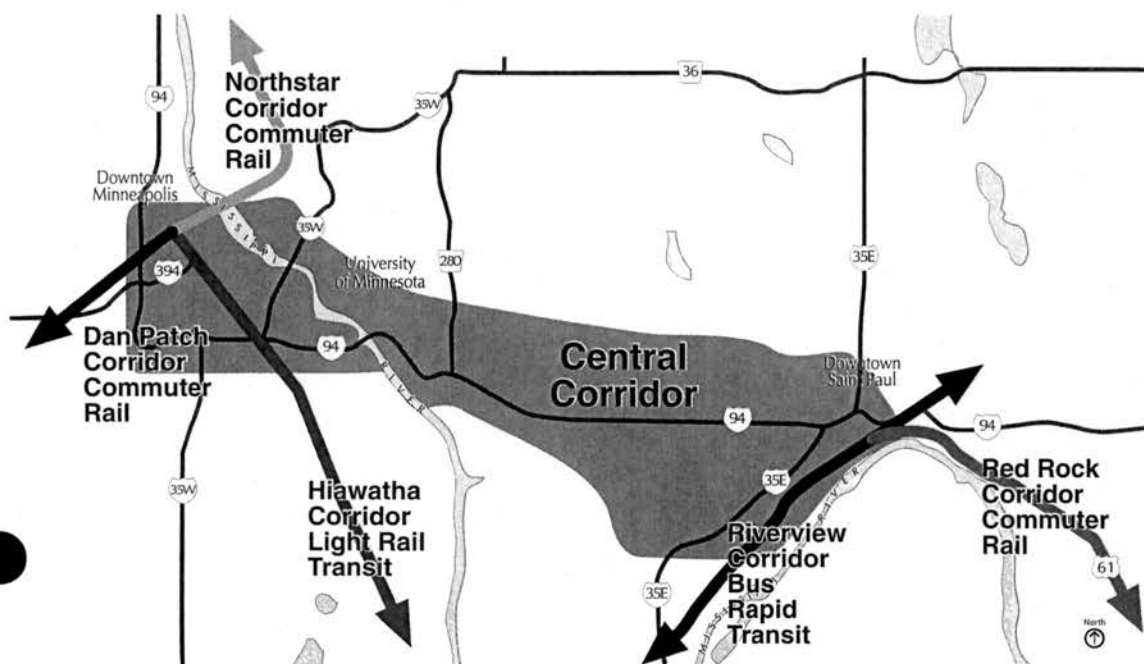
together with the Hiawatha Light Rail Transit line and the Riverview Bus Rapid Transit corridor. While this triangle would connect the Central Corridor with the Mall of America and the Minneapolis - St. Paul International Airport, it would also form a solid base for efficient and reliable transit services across the metro region.

JOIN US TO DISCUSS TRANSIT AND TRANSPORTATION ISSUES IN THE CENTRAL CORRIDOR

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The consideration of additional mass transit options would improve transportation in the Central Corridor while protecting the livability of the urban core and strengthen access for residents, students, visitors and employees. Improved Central Corridor transit can also contribute to the "Smart Growth" ideals that the state of Minnesota has endorsed.

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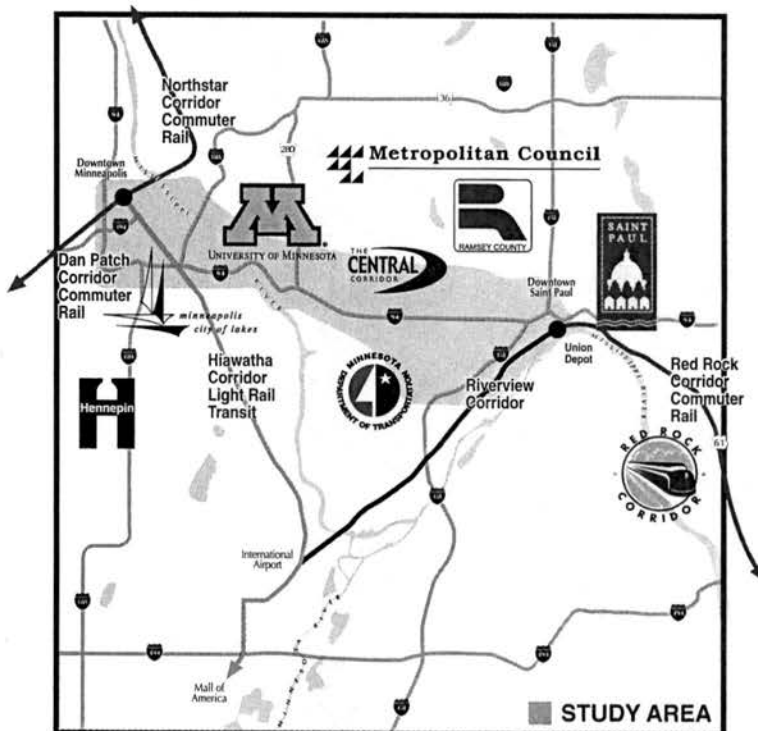
- *Facilitate the preservation and enhancement of neighborhoods in the Central Corridor*
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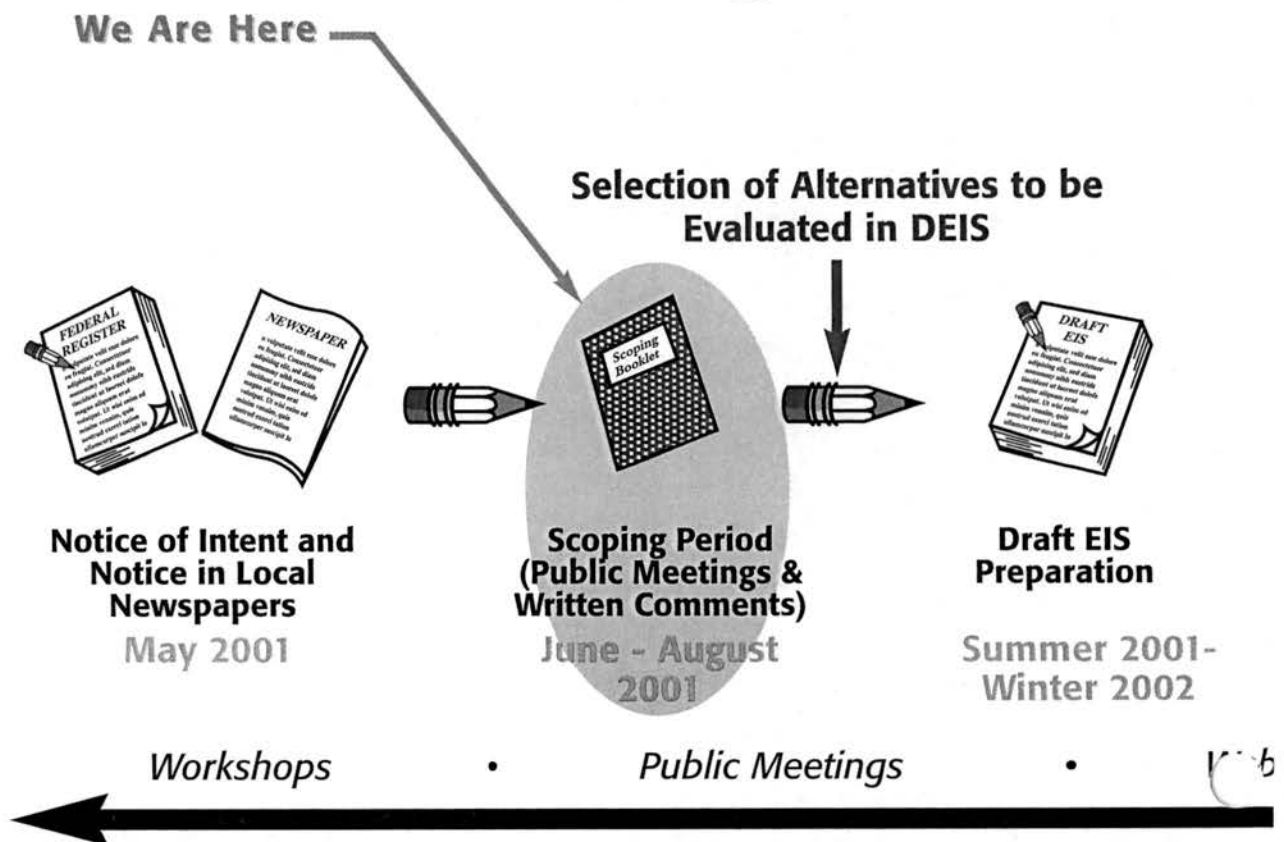
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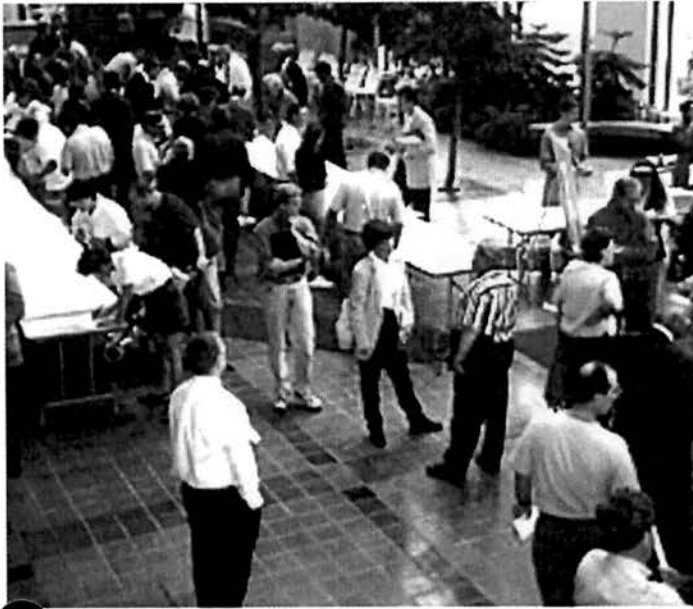
- **Identify Cultural Resources** to evaluate and determine impacts to standing structures and archaeological sites, as required by Section 106 of the National Historic Preservation Act.
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- **Prepare capital cost estimates**, including engineering, design, right-of-way acquisition, and the purchase of transit vehicles.
- **Estimate and analyze** operating and maintenance costs, ridership demand and revenues.

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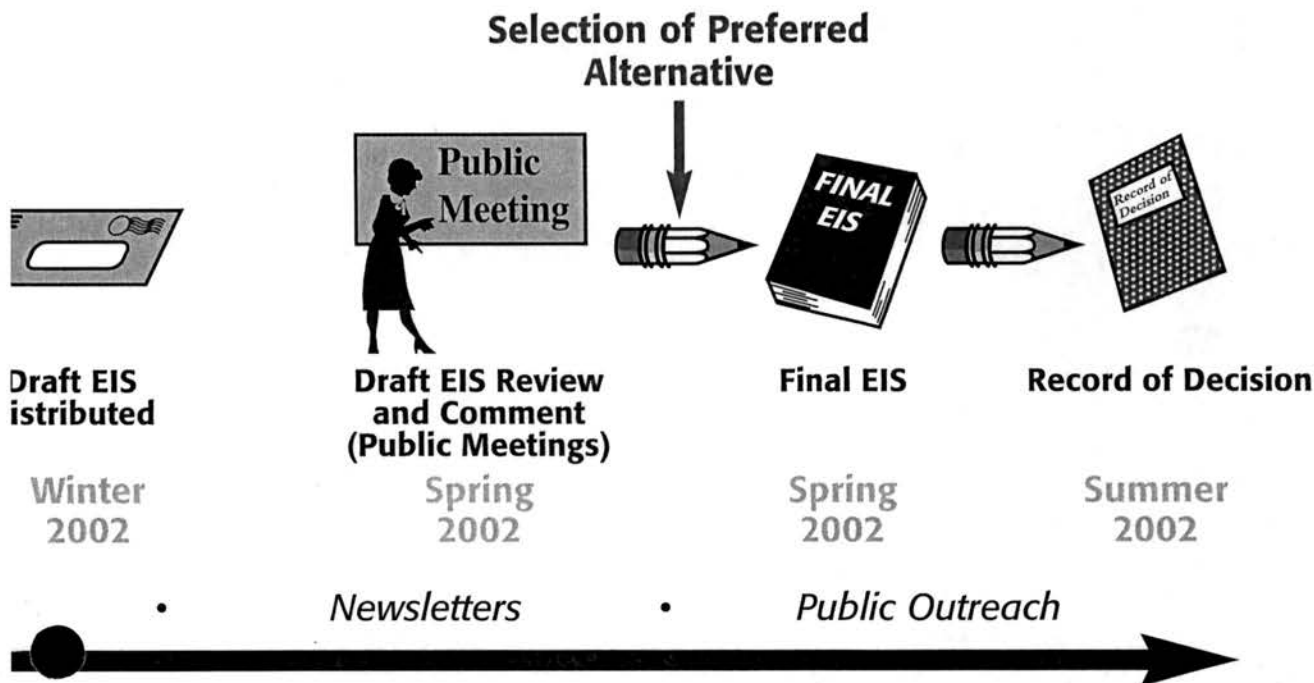
You are encouraged to keep commenting, offering suggestions, asking questions and expressing your concerns during the "scoping" process and throughout the development of the EIS. We want to make sure that the development of our transportation system is discussed and decided in an open, collaborative and comprehensive process.



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- Join us at neighborhood workshops and public meetings
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- Add your name to the mailing list by calling or writing us at:
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Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

The Scoping Comment period closes on July 20, 2001. Please submit your comments prior to that date.



O L V E M E N T

SCOPING PROCESS

What is Scoping?

The first step in the EIS process is called "Scoping". Scoping is a major part of the environmental and community impact assessment process. It is required by law in the National Environmental Policy Act (NEPA) so that the public and the appropriate governmental agencies are involved early in the decision-making process and can make sure that their concerns are addressed early in project planning. The Central Corridor Transit Project is complying with all federal and state regulations regarding the evaluation of the alternatives to provide needed transportation services within the Central Corridor.



Why is Scoping Important?

The purpose of scoping is to inform the public, elected officials, and governmental review agencies that the EIS process is beginning. In addition to initiating dialogue on the proposed transportation alternatives, scoping is instrumental in identifying issues to be considered and/or resolved during the Central Corridor EIS process.

At the Scoping meetings, the project team will explain the EIS process, describe the alternatives being considered, the benefits and impacts being evaluated during the EIS process, present the public involvement program and ask for ideas and comments from the audience. The environmental analysis will be developed to give an understanding of what is being proposed, how much it will cost, what benefits will be gained, and what impacts can be expected. The participants are welcome to address any aspect of the proposed project, including the alternatives to be studied (see page 7).



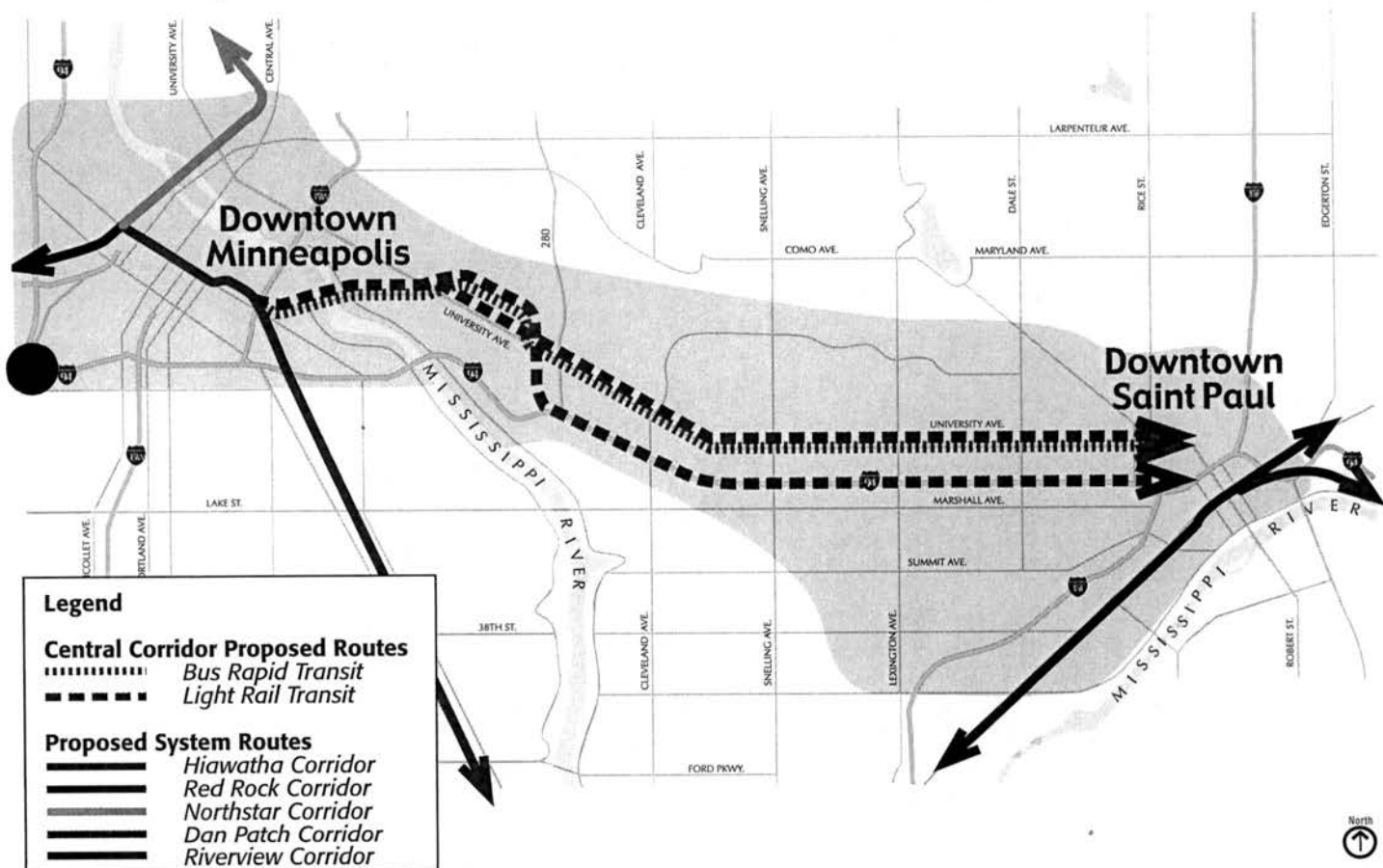
Results of Scoping

At the end of the Scoping process, a Scoping Summary Report will be prepared documenting the process by which the alternatives were refined and selected for evaluation in the EIS. The report will document the comments received, describe the meeting preparations, content and attendance. Decisions of the Central Corridor Coordinating Committee and Federal Transit Administration (FTA) and the refined scope of the project will also be addressed.

ALTERNATIVES TO BE STUDIED IN THE ENVIRONMENTAL IMPACT STATEMENT

The transportation alternatives currently proposed for consideration for the Central Corridor Draft EIS include:

- **Build Alternative** – No change to transportation services or facilities in the Central Corridor beyond already committed projects. This includes only those roadway and transit improvements defined in the appropriate agencies' Long Range Transportation Plans and Transit Development Plans for which funding has been committed.
- **Transportation System Management (TSM) Alternative** – Low cost transportation infrastructure and bus transit improvements for the Central Corridor. Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), bus operations and other TSM improvements will be included in this alternative.
- **Busway/Bus Rapid Transit (BRT) Alternative** – Service on exclusive right-of-way between downtown Minneapolis and downtown St. Paul on University Avenue.
- **Light Rail Transit (LRT) Alternatives** – Service between downtown Minneapolis and downtown St. Paul on either University Avenue or I-94.



Central Corridor Study Area/Route Map

A WORD ABOUT COMMUTER RAIL . . .

Although two commuter rail options were being considered during preliminary phases of the Central Corridor Transit Study, based on regional commuter rail connections and system planning, funding and operating agency responsibility; the evaluation of the commuter rail options will be deferred to a separate environmental document.

SHARE YOUR VIEWS

YOU ARE INVITED To attend one of the Scoping Meetings.

We want your input to define the options to be evaluated in the EIS; to identify the social, economic and environmental impacts to be evaluated; and to suggest alternative options that are less costly or have fewer environmental impacts while achieving similar transportation objectives.

The same project information will be presented at the following meetings.

Tuesday, June 26, 2001

Sheraton Midway
400 North Hamline Avenue
St. Paul, MN 55104

8:00 to 9:30 AM Public Meeting
2:00 to 4:00 PM Interagency Meeting



▲ Meeting site

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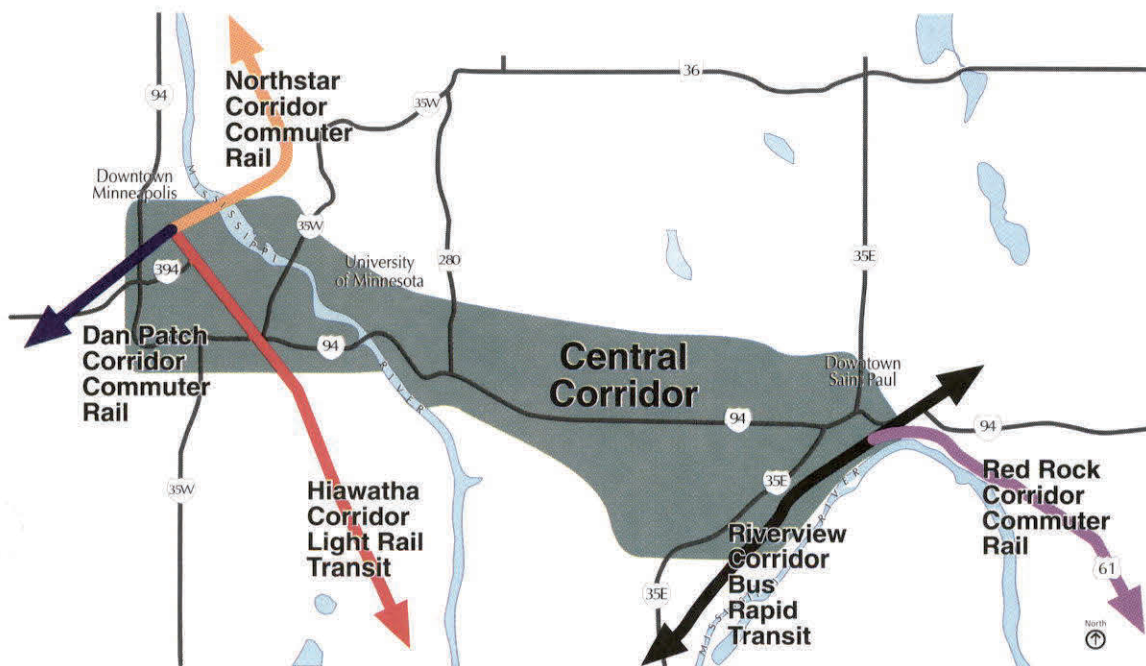
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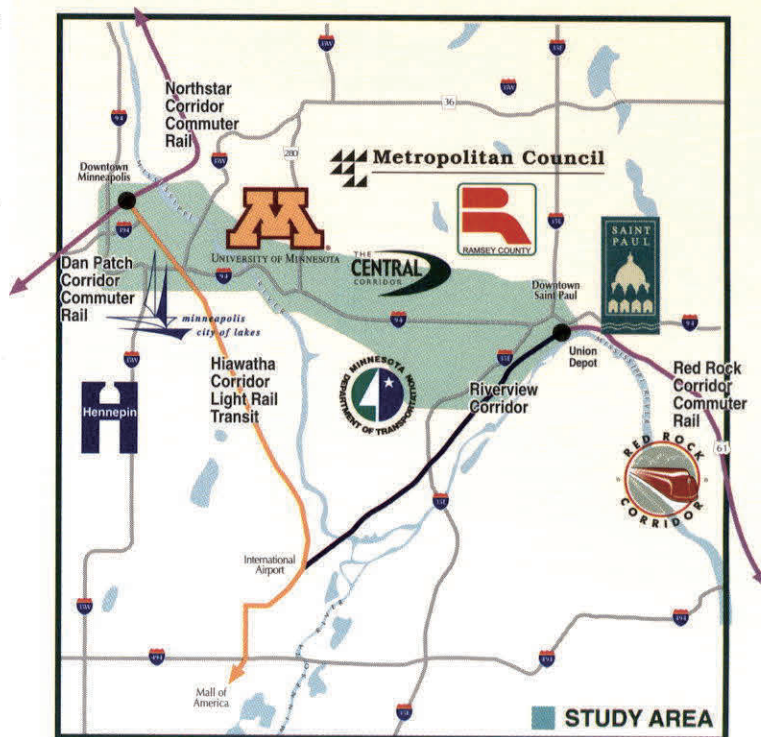
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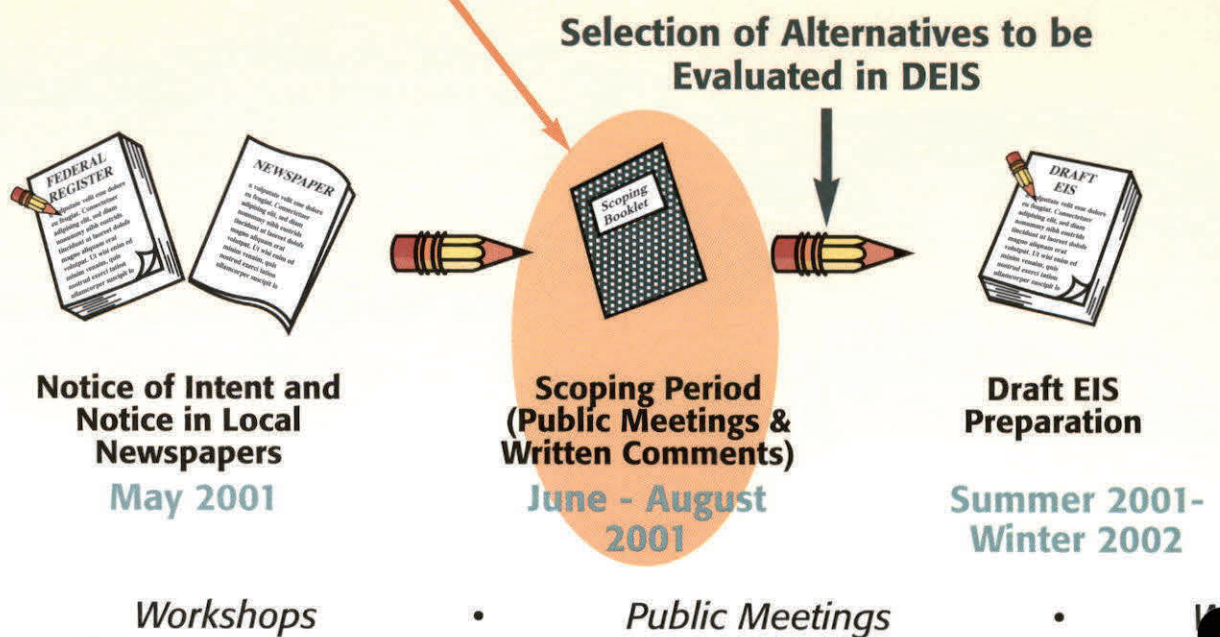
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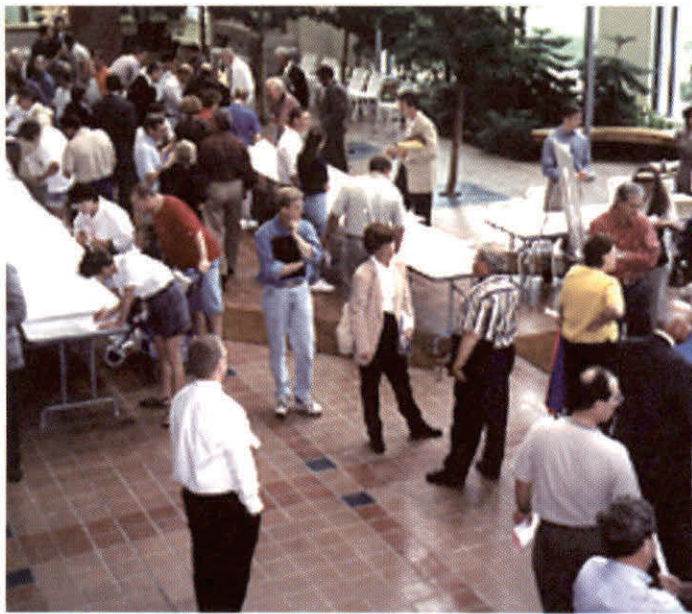
We Are Here



PUBLIC IN

OPPORTUNITIES FOR CONTINUING PUBLIC INVOLVEMENT

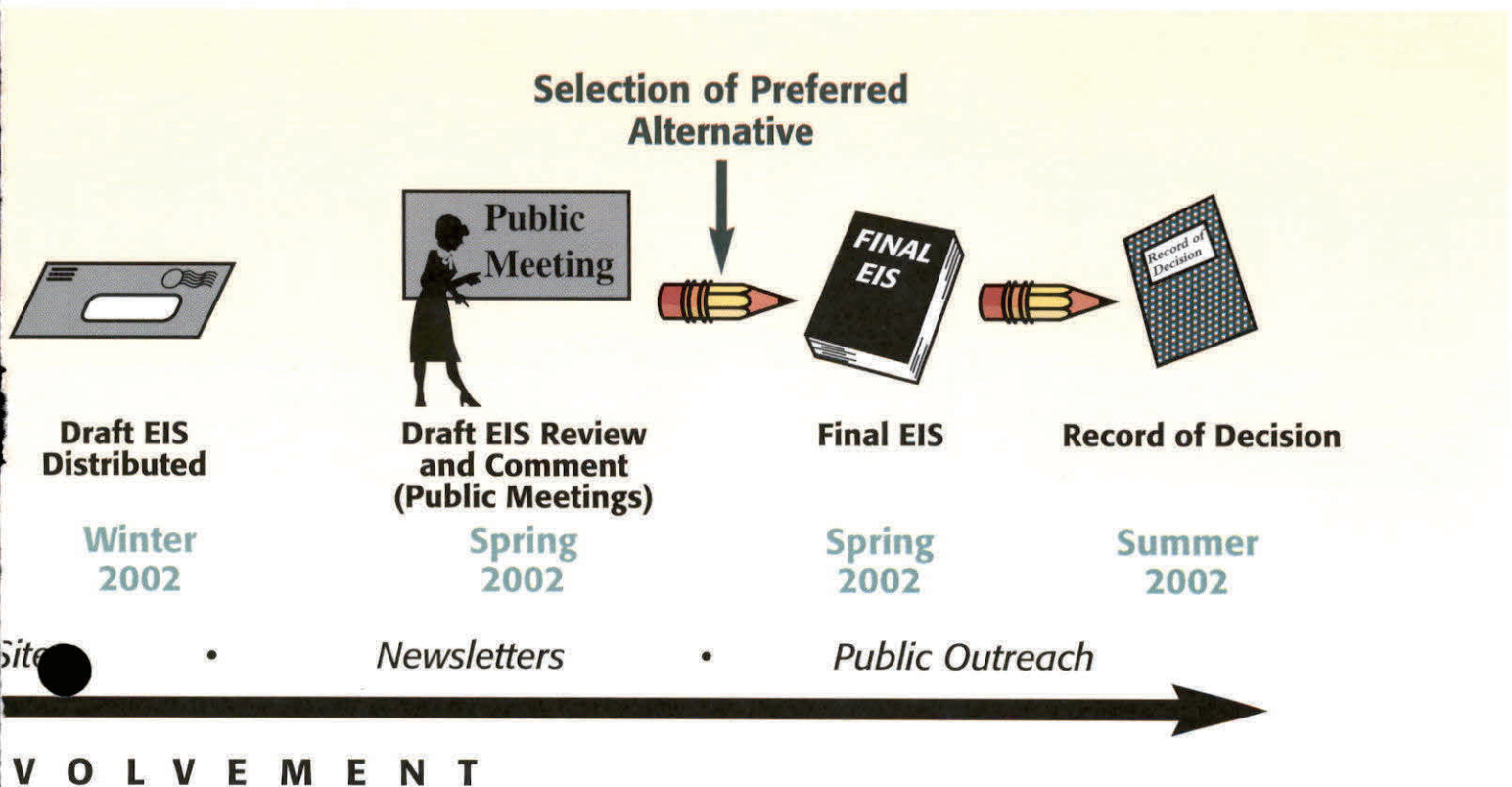
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SCOPING PROCESS

What is Scoping?

The first step in the EIS process is called "Scoping". Scoping is a major part of the environmental and community impact assessment process. It is required by law in the National Environmental Policy Act (NEPA) so that the public and the appropriate governmental agencies are involved early in the decision-making process and can make sure that their concerns are addressed early in project planning. The Central Corridor Transit Project is complying with all federal and state regulations regarding the evaluation of the alternatives to provide needed transportation services within the Central Corridor.



Why is Scoping Important?

The purpose of scoping is to inform the public, elected officials, and governmental review agencies that the EIS process is beginning. In addition to initiating dialogue on the proposed transportation alternatives, scoping is instrumental in identifying issues to be considered and/or resolved during the Central Corridor EIS process.

At the Scoping meetings, the project team will explain the EIS process, describe the alternatives being considered, the benefits and impacts being evaluated during the EIS process, present the public involvement program and ask for ideas and comments from the audience. The environmental analysis will be developed to give an understanding of what is being proposed, how much it will cost, what benefits will be gained, and what impacts can be expected. The participants are welcome to address any aspect of the proposed project, including the alternatives to be studied (see page 7).



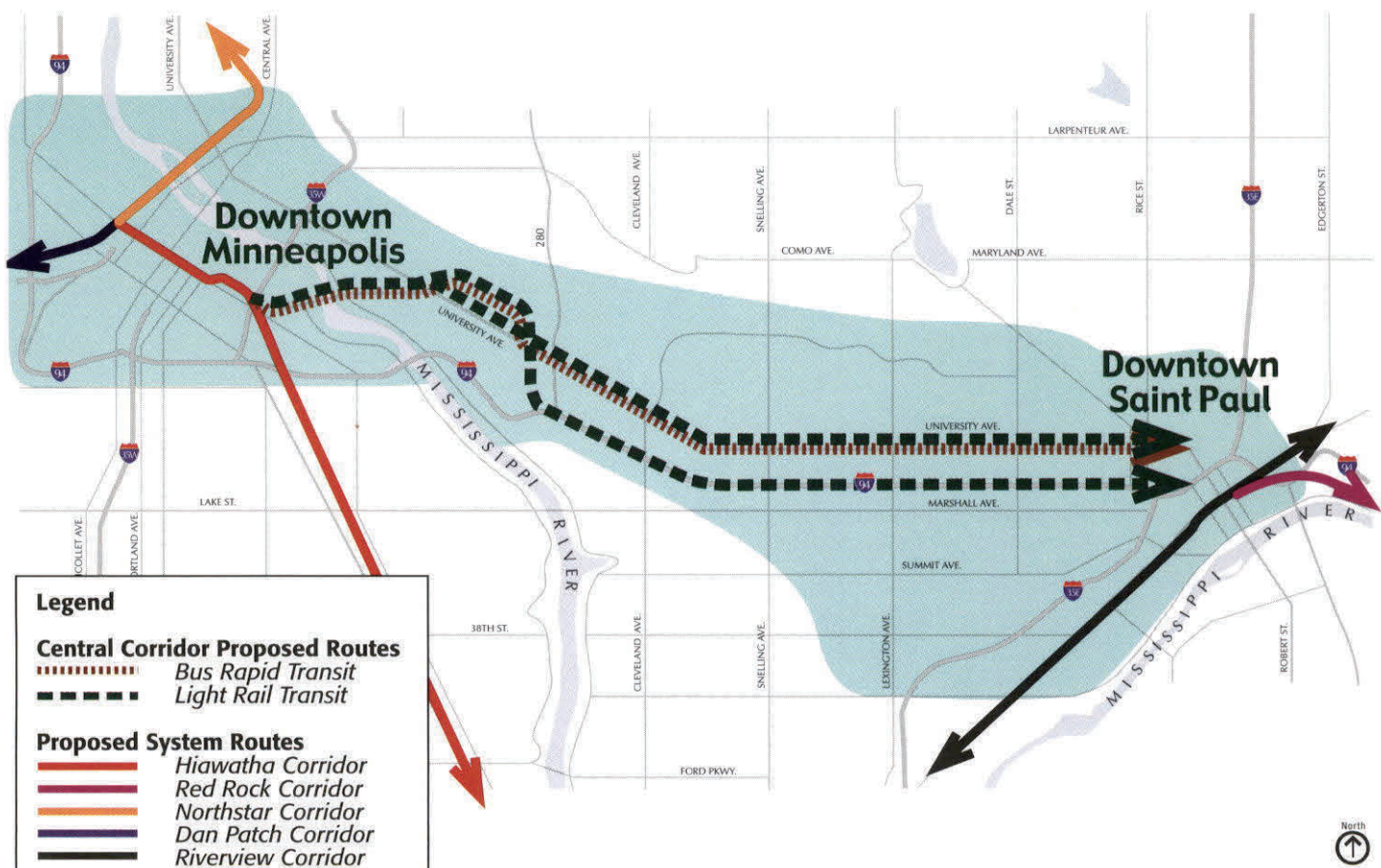
Results of Scoping

At the end of the Scoping process, a Scoping Summary Report will be prepared documenting the process by which the alternatives were refined and selected for evaluation in the EIS. The report will document the comments received, describe the meeting preparations, content and attendance. Decisions of the Central Corridor Coordinating Committee and Federal Transit Administration (FTA) and the refined scope of the project will also be addressed.

ALTERNATIVES TO BE STUDIED IN THE ENVIRONMENTAL IMPACT STATEMENT

The transportation alternatives currently proposed for consideration for the Central Corridor Draft EIS include:

- **No-Build Alternative** – No change to transportation services or facilities in the Central Corridor beyond already committed projects. This includes only those roadway and transit improvements defined in the appropriate agencies' Long Range Transportation Plans and Transit Development Plans for which funding has been committed.
- **Transportation System Management (TSM) Alternative** – Low cost transportation infrastructure and bus transit improvements for the Central Corridor. Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), bus operations and other TSM improvements will be included in this alternative.
- **Busway/Bus Rapid Transit (BRT) Alternative** – Service on exclusive right-of-way between downtown Minneapolis and downtown St. Paul on University Avenue.
- **Light Rail Transit (LRT) Alternatives** – Service between downtown Minneapolis and downtown St. Paul on either University Avenue or I-94.



Central Corridor Study Area/Route Map

A WORD ABOUT COMMUTER RAIL . . .

Although two commuter rail options were being considered during preliminary phases of the Central Corridor Transit Study, based on regional commuter rail connections and system planning, funding and operating agency responsibility; the evaluation of the commuter rail options will be deferred to a separate environmental document.

SHARE YOUR VIEWS

YOU ARE INVITED To attend one of the Scoping Meetings.

We want your input to define the options to be evaluated in the EIS; to identify the social, economic and environmental impacts to be evaluated; and to suggest alternative options that are less costly or have fewer environmental impacts while achieving similar transportation objectives.

The same project information will be presented at the following meetings.

Tuesday, June 26, 2001

Sheraton Midway
400 North Hamline Avenue
St. Paul, MN 55104

8:00 to 9:30 AM Public Meeting
2:00 to 4:00 PM Interagency Meeting



▲ Meeting site

Tuesday, June 26, 2001

Lifetrack Resources Job Search Center
709 University Avenue West
St. Paul, MN 55104

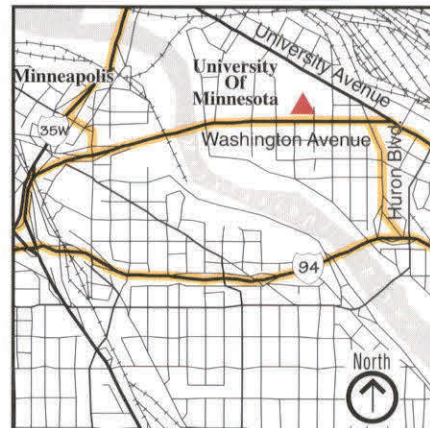
5:00 to 8:00 PM Public Meeting



Wednesday, June 27, 2001

Radisson Metrodome
615 Washington Avenue SE
Minneapolis, MN 55414

5:00 to 8:00 PM Public Meeting



Steve Morris, Project Manager

Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

Telephone: (651) 266-2784
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4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

August 6, 2001

Date

Board Action Requested

Red Rock Corridor Commuter Rail Feasibility Study.

DISCUSSION ONLY

Request Justification

See attached information. A presentation by RCRRA staff will occur at the meeting.

Budgeting and Accounting

Vern Wehlay 8/7/01

County Attorney

Dil Macbeth

Risk Management

Documentation certified complete for:

August 14, 2001

Board Date

Kristine A. Longkeny
Signature

8-6-01

Date

Final Report



Red Rock Corridor

COMMUTER RAIL FEASIBILITY STUDY



Submitted to:
Red Rock Corridor Commission

July 26, 2001

Prepared by:

PARSONS
TRANSPORTATION GROUP



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Executive Summary



Introduction

The Red Rock Corridor Commission (RRCC) was established in 1998 by agreement among the county regional rail authorities, cities and towns along the Corridor. The RRCC was created to provide leadership and direction to a process that would systematically address the transportation needs of the Red Rock Corridor. The first step of the process was to undertake a Phase One Commuter Rail Feasibility Study (started in January 2000) that would evaluate the constraints and opportunities of operating commuter rail service in the Red Rock Corridor. Through the course of the Phase One Study, the Red Rock Corridor Commission (RRCC) directed several Technical Studies that address the question of whether commuter rail service is feasible.

The Final Report is organized to present the major findings of the Technical Studies with a determination of feasibility and a discussion of next steps to be taken by decision-makers in the planning and project development process for commuter rail and transit service.

The Red Rock Corridor Feasibility Study employed a comprehensive and open process involving communities and the general public to develop multi-modal transportation strategies to improve mobility and safety in the Corridor.

An internet web site was created to provide more detailed and timely project information for review. The site is interactive allowing for questions and comments and also includes a survey.

The web site address is <http://www.redrockrail.org>

Description of the Corridor

The Red Rock Corridor extends approximately 30 miles from Hastings to downtown Minneapolis. The Red Rock Corridor has regional, statewide, and national significance as a primary transportation route for automobile, truck, and rail travel. The Corridor includes Trunk Highway (TH) 61, a principal arterial and part of the national scenic highway system.

The study area as shown in the system map consists of an alignment on two segments that converge at a central ("midpoint") location in downtown St. Paul as follows:

- The 11-mile long west corridor segment is between downtown St. Paul and downtown Minneapolis with a connection assumed via the Burlington Northern Santa Fe (BNSF) - Southern alignment. The BNSF-South alignment was assumed because this is the route recommended in the Mn/DOT *Commuter Rail System Plan*, but further analysis will be needed to determine the exact

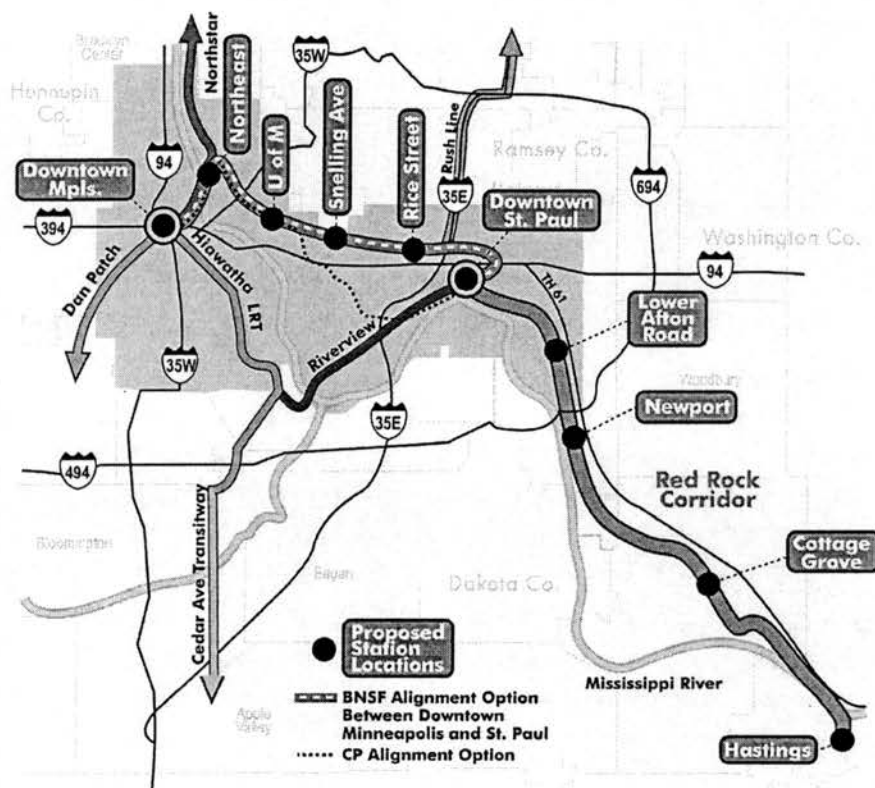


Executive Summary

commuter rail route. Passenger station stops would be provided at downtown St. Paul, Rice Street, Snelling Avenue, University of Minnesota, northeast Minneapolis, and downtown Minneapolis.

- The 19-mile southeast corridor segment is between downtown St. Paul and Hastings and west of TH 61 along the set of rails operated by the BNSF and Canadian Pacific (CP) Railway. Passenger station stops would be provided at Hastings, Cottage Grove, Newport, Lower Afton Road, and downtown St. Paul.

Red Rock Corridor Commuter Rail System Map



The system map also shows important multi-modal connections with other transit projects that are being planned in the Twin Cities region, such as the Northstar commuter rail, Riverview busway, Rush Line transit, and the Hiawatha light rail (under construction, opening for service in the Fall 2004).



Purpose and Need

While there has been public mass transit service within the Red Rock corridor, it has been largely constrained to incremental increases in bus route capacity and enhancements to transit operations that reduce travel time. Highway capacity has been the predominate feature of the transportation investments that has served South Washington County to date.

Most of the growth in population and employment over the next 20-years will occur in the region's rapidly developing suburbs. This trend provides an opportunity to expand and integrate transportation services and facilities through a multi-modal strategy that includes: commuter rail, light rail transit, express bus and park-and-ride service, exclusive busways, and bus-only shoulders.

The need for transportation facilities and services along the Red Rock corridor is summarized as follows:

1. The demand for transportation facilities outpaces the "committed" transportation system. Despite enhancements and reconstruction of TH 61, peak-hour travel and average daily traffic volumes are growing. Commuter rail service provides relief to regional highway programming and congestion levels.
2. Regional corridor planning and proposed investment in commuter rail and other transit services necessitates a connection to the Red Rock Corridor. In particular, the Central Corridor project, which is analyzing transit opportunities between the two downtowns, provides a critical connection to downtown Minneapolis. The potential for multi-modal service integration exists throughout the Twin Cities metropolitan area.
3. There is not a corridor-wide, transit or multi-modal transportation choice available that is timely. Projections for commuter rail system indicates that rail passenger service outperforms, and provides a travel-time savings of up to 7 minutes compared to existing bus transit service.

Goals of the Project

The Red Rock Corridor Commission supports a regional principle to provide efficient transportation facilities to accommodate expected growth in a sustainable manner, while preserving the mobility that makes such growth possible. In meeting this principle, the Red Rock Corridor Commission promotes the following six goals:

1. Improve mobility and access for personal travel and goods movement.
2. Coordinate transportation investments to provide for a seamless, integrated regional multi-modal transportation network.
3. Encourage the implementation of transit supportive development.
4. Promote positive environmental impacts.



Executive Summary

5. Support a stable and reliable capital and operating funding source for transportation investments.
6. Improve safety conditions for vehicular traffic and pedestrians.

Alternatives Analysis

The objective of the Alternatives Analysis was to document a systematic process that was carried out to identify and evaluate potential transit technology and intelligent transportation system (ITS) applications that would meet the Purpose and Need, and thereby should be considered and incorporated into transit system alternatives in the Red Rock Corridor.

The screening of transit system alternatives was accomplished by comparing the physical characteristics of transit technologies with conditions and constraints in the Corridor.

The following conclusions were reached as a result of the technology screening process:

- Transit system should be capable of speeds 30 mph or greater
- Basic vehicle passenger capacity should be:
 - 7 to 24 for circulator service
 - 25 to 220 for line haul service
 - 221+ for commuter rail service
- Operated in mixed traffic for bus
- Power supply should be self-contained
- Propulsion should be diesel or hybrid diesel/electric
- Control/Communication should be manual
- Vehicles can be single, articulated or capable of being combined into trains
- Suspension should be rubber tire or rail

The transit technologies that meet criteria from the evaluation process include the following:

- Local and express Bus
- Advanced bus
- Commuter rail



As an additional check, a review was made to verify that the above recommended transit technologies are consistent with and supportive of the goals and objectives for the Red Rock Corridor Commission. It was concluded that implementation of the recommended transit technologies would, in fact, serve to achieve the goals and objectives for the Corridor.

Based on the alternatives analysis and technology screening, commuter rail was selected as the locally preferred alternative (LPA) because it:

- Provides reliable and high-capacity, fixed guideway service on existing railroad infrastructure;
- Can be fully integrated with other commuter rail systems in the Twin Cities region;
- Can be complemented with feeder and circulator bus transit service; and
- Achieves economic development and transit-oriented development objectives.

The LPA/Build Alternative for the Red Rock Corridor project would establish passenger commuter rail service on the existing Burlington Northern Santa Fe (BNSF) and Canadian Pacific (CP) railroad tracks between downtown Minneapolis and Hastings. Establishment of commuter rail service will require rail capacity and signaling improvements along the existing railroad. As proposed, five passenger stations would be located between Hastings and downtown St. Paul, and another five stations would be located from downtown Minneapolis to downtown St. Paul. The stations would be constructed adjacent to the tracks and each station would include bus waiting areas and passenger boarding facilities. The alternative includes a feeder bus system that would establish new bus routes and reorient existing bus service to feed the commuter rail stations. Many of the stations would include parking within the immediate station area.

On December 7, 2000, the Federal Transit Administration (FTA) issued new guidelines (49 CFR Part 611) for new start transit projects that require two alternatives to be considered in the process of preparing an Alternative Analysis (AA) and environmental documentation. Matching the transit technologies found appropriate for the Corridor with the federally mandated scenarios results in the following transit system alternatives:

- Baseline - including existing, planned facilities, and low capital-intensive improvements such as conventional, express and advanced bus transit service.
- Build - based on a major capital investment such as commuter rail passenger service.

It is recommended that these same alternatives should be used in the process of preparing the alternative analysis, environmental documentation, and undertaking preliminary engineering (PE) for the Red Rock Corridor Project.



Executive Summary

Station Area Planning

The effective design and location of stations will be a major factor in the eventual success of the proposed Red Rock Corridor commuter rail line. The commuter rail stations and supporting facilities provide the interface between the trains and the passengers who will use the service. Successful commuter rail stations need to exist compatibly within the framework of each city where they are proposed.

There are a number of tools and a range of options to be pursued by the Red Rock Corridor Commission and local jurisdictions to implement commuter rail facilities and transit-oriented development (TOD) around commuter rail stations. Issues such as land assembly for commuter rail facilities and transit-oriented development projects are essential prerequisites for the successful operation of a commuter rail system.

Local governments may facilitate TOD by amending long-range land use and Comprehensive Plans, regulatory ordinances and similar policy documents. The most important land use and planning tools are:

- Comprehensive plan amendments
- Station Neighborhood development plans
- Land use plans
- Zoning regulations
- Subdivision regulations

Commuter Rail Service Plan

Service Concept

The proposed operating schedule for the Red Rock Commuter Rail system would provide weekday peak hour (two-hour peak periods in the morning/evening) operation of ten daily trains supported by feeder bus service every 30-minutes between Hastings and downtown Minneapolis - four trips in each direction plus one reverse-commute trip in each direction.

Commuter trains would share BNSF/CP freight trackage and contribute track and signal upgrades. A connection into downtown Minneapolis from St. Paul is assumed via the BNSF-South alignment segment. Stops would be provided at Hastings, Cottage Grove, Newport, Lower Afton Road, downtown St. Paul, Rice Street, Snelling Avenue, University of Minnesota, northeast Minneapolis, and downtown Minneapolis. The Red Rock service will connect to Northstar Commuter Rail service and an extended Hiawatha LRT line at a joint inter-modal station in downtown Minneapolis, and the Saint Paul Union Depot "hub" with a potential convergence of bus rapid transit, light rail and commuter rail service.



The main service concept designs are:

- Service will be provided by modern diesel-electric locomotives propelling double-decked passenger cars in push-pull operation.
- An operating crew of two persons - an engineer and a conductor, will run trains.
- Americans with Disabilities Act (ADA)-compliant access to trains for persons with mobility impairments will be provided by means of small ramps deployed conductors.

Demand Forecast

Commuter rail ridership was forecast for service operating between downtown Minneapolis and an end-of-line station in Hastings. Daily ridership along the Red Rock Corridor is estimated at 5,885 riders including an estimated 4,200 new riders per weekday in year 2020. About 60 percent of that ridership is attributable to the segment of the Red Rock Corridor with an origin or destination at Hastings, Cottage Grove, Newport or Lower Afton Road.

Rolling Stock

Based on the service concept and ridership forecast noted above, and consideration of projected passenger loads, it is anticipated that the Red Rock Corridor commuter rail service fleet should consist of the following:

Locomotive with Head End Power Unit Engine (includes one spare)	5
Bi-Level Coach Cab Cars (includes two spares)	6
Bi-Level Coach Cars	12
Total Fleet	23

Maintenance and Layover Facilities

Two types of facilities are proposed: Maintenance and a Layover Facility. The former is a facility for storage of the fleet, fueling and servicing, and routine maintenance and running repair of locomotives and cars, and would be located at a site to be determined. The site should be conveniently located near the Corridor.

The end-of-the line Layover Facility proposed for a location in Hastings will have the capacity to store trains over night for initial morning dispatch. The facility will also provide storage for off-peak periods during the day.

Capacity Improvements

The Red Rock Corridor service will be operated over the mainline tracks of the CP Rail Road and BNSF Railway, both major freight facilities that also accommodates



Executive Summary

daily long-distance Amtrak service. Commuter rail would share the existing tracks with 20 to 60 freight trains a day. To support passenger rail service without unduly burdening the railroads ability to operate its freight service, capacity improvements will be implemented as part of the overall Red Rock Corridor Rail Project. The extent and scope of those improvements will be decided at a later phase of the project, but the following are typical track and signal improvements:

- Double tracking where single tracks now exist;
- Increasing track capacity at select locations;
- Additional crossovers;
- Sidings at select locations; and
- Signal system improvements.

The approximate location of the track and signal improvements are near Hastings, St. Croix Tower, Newport-Dunn, and the St. Paul Union Depot. Additional capacity improvements may be needed for a commuter rail alignment between downtown St. Paul and downtown Minneapolis.

Financial Analysis

Capital Costs

The total estimated cost for the Red Rock Corridor commuter rail service is \$261.6 million (in 2001 dollars) and \$421.8 million (in 2010 dollars). These costs are a preliminary estimate and are subject to refinement as additional information is gathered. The capital costs include potential elements that could be jointly used by other transit systems, such as Saint Paul Union Depot station, Maintenance & Operations Facility, and portion of a commuter rail vehicle fleet.

Operating and Maintenance Costs

The annual operations and maintenance costs for commuter rail service (and associated feeder bus) from Hastings to downtown Minneapolis was estimated at \$7.9 million (in 2010 dollars).



Environmental Analysis

A preliminary assessment of environmental constraints and opportunities was completed along the Red Corridor from Hastings to downtown St. Paul. This assessment identified several potential impact categories that merit further attention during future environmental review to occur at the next phase of the project. In sum, no environmental issues - based on existing data - were identified that would preclude the operation of commuter rail service along the southeast corridor segment.

Recommendations and Next Steps

The goals and objectives established by the Red Rock Corridor Commission guided the study and highlighted the fact that the ability to properly engineer and construct the needed improvements is not the only factor in determining commuter rail feasibility. Determining feasibility weighs several factors such as affordability, availability of funding sources, environmental impacts, land use and development potential, ability to operate passenger rail service within an active freight corridor, and community acceptance.

Overall, the magnitude and extent of the technical issues studied during the Phase One Study do not indicate a "fatal flaw" nor preclude advancement to the next phase of project development. Thus, it is recommended that the Red Rock Corridor Commuter Rail Project is a viable transportation option that should be advanced to Phase Two of implementation.

This recommendation is substantiated by the following findings:

- The projected weekday ridership of 5,900 passengers (year 2020) is at a reasonable level and comparable to commuter rail ridership from other systems in North America.
- At an estimated \$14 million per mile (in 2010 dollars), the physical improvements can be made at a reasonable cost compared to other transportation alternatives for the Corridor, and the projected costs are comparable to similar systems in North America.
- The estimated annual operating and maintenance costs are reasonable and comparable to those of other commuter rail systems.
- The estimates of one-time capital and annual operating costs are reasonable and fundable. Several federal and local funding arrangements can be pursued to finance the commuter rail system.
- The physical improvements such as tracks, signals, and stations facilities can be made without too much difficulty and will provide adequate operational capacity along the Corridor.

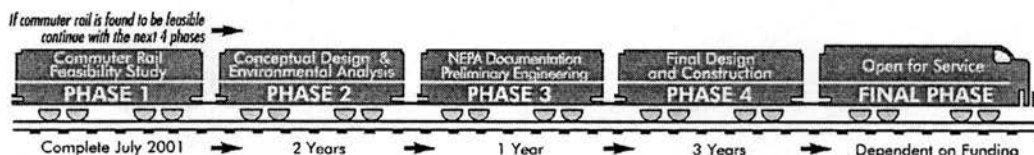


Executive Summary

- There were no environmental issues identified that would preclude the project, but further study is needed to confirm this in subsequent phases of the project.
- There is general acceptance of the commuter rail project in communities and neighborhoods along the Corridor.
- The commuter rail stations can be designed, constructed and operated that are compatible with local community policies, requirements and preferences.
- The Phase One Feasibility Study process and technical studies supported the goals of the Red Rock Corridor project.

In summary, based on the results and findings of the Phase One Commuter Rail Feasibility Study, it is recommended that the Red Rock Corridor Commuter Rail Project be advanced to Phase II of implementation. This recommendation is consistent with the previous Mn/DOT recommendation of feasibility for Commuter Rail in the Red Rock Corridor contained in the Commuter Rail System Plan (February 2000) for the Twin Cities' region that identifies the Red Rock Corridor as a high commuter rail priority. In addition, the recommendation also supports the Metropolitan Council's Transit 2020 Master Plan (February 2000) and Transportation Policy Plan (December 2000) that targets the Red Rock Corridor to be the second commuter rail corridor in operation after the Northstar Corridor.

The completion of the Commuter Rail Feasibility Study constitutes the end of Phase One for the project. The remaining implementation phases with a proposed timeline are illustrated as follows:



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

August 6, 2001

Date

Board Action Requested

Rush Line Corridor Transit Study Draft
Executive Summary

DISCUSSION ONLY

Request Justification

See attached Draft Executive Summary. A presentation by RCRRA staff will occur at the meeting

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 14, 2001

Board Date

Kristine A. Longhenry
Signature

8-6-01

Date

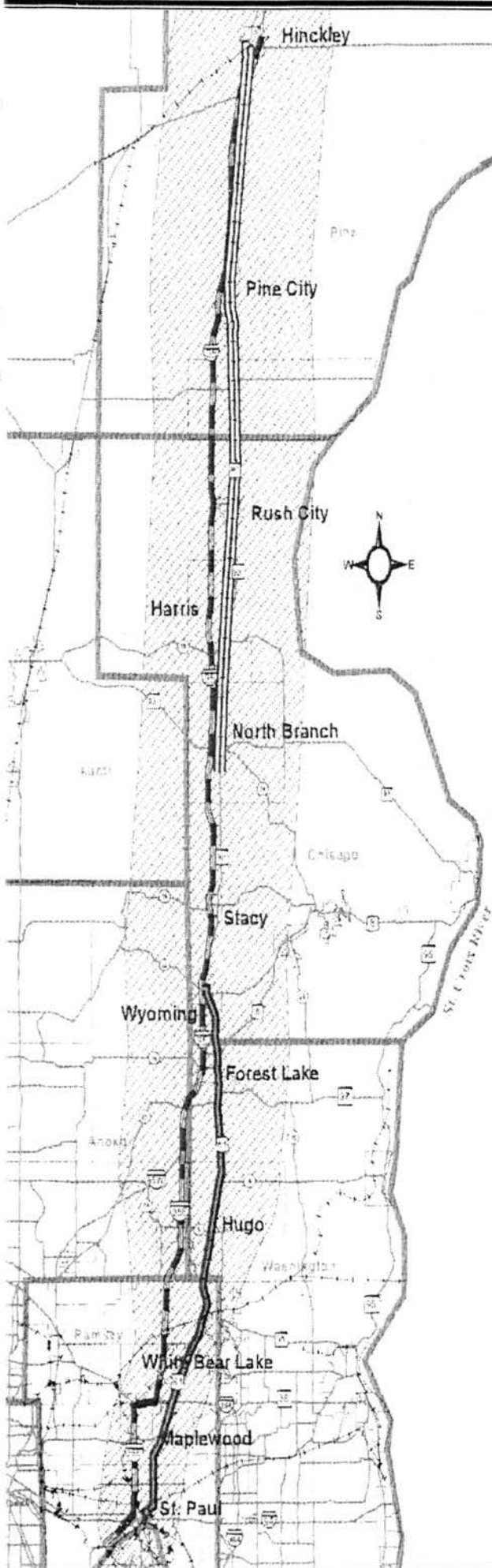


RUSH LINE CORRIDOR TRANSIT STUDY

DRAFT EXECUTIVE SUMMARY

**Rush Line Corridor
Task Force**

August 2001



RUSH LINE CORRIDOR TRANSIT STUDY DRAFT EXECUTIVE SUMMARY

Project Sponsors:

Rush Line Corridor Task Force

CHISAGO COUNTY, Tom Delaney, County Commissioner
FOREST LAKE, Judy Bull, Council Member
HARRIS, David Christian, Council Member
LITTLE CANADA, Beverly Scalze, Council Member
MAPLEWOOD, Ken Collins, Council Member
PINE COUNTY, Alan Hancock, County Commissioner
RAMSEY COUNTY, Victoria Reinhardt, County Commissioner
RUSH CITY, Bill Schneider, Council Member
WASHINGTON COUNTY, Dennis Hegberg, County Commissioner
WHITE BEAR LAKE, Chuck DeVore, Council Member
WHITE BEAR TOWNSHIP, Tom Riedesel, Town Planner
WYOMING TOWNSHIP, Donald Waller, Township Officer

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EXECUTIVE SUMMARY

The Rush Line Corridor, as shown in Figure 1, as it extends north from downtown St. Paul, generally following I-35E, I-35, and Trunk Highway 61 to Hinckley, is a rapidly growing Corridor. Many cities and townships located along the Corridor are experiencing a tremendous increase in population and the roadways leading into the Twin Cities are becoming more congested. With population projections predicting more growth to come, now is the time to plan for that growth and to offer current and new residents transportation choices.

To develop a coordinated approach for addressing existing and future transportation problems and transit opportunities, the jurisdictions in the Rush Line Corridor formed the Rush Line Task Force through a joint powers agreement. The Rush Line Task Force includes the Regional Railroad Authorities of Ramsey, Washington, and Chisago Counties, Pine County, the City of Forest Lake, Harris, Little Canada, Maplewood, Rush City, and White Bear Lake, White Bear Township, and Wyoming Township.

The Task Force conducted a study to answer the following questions:

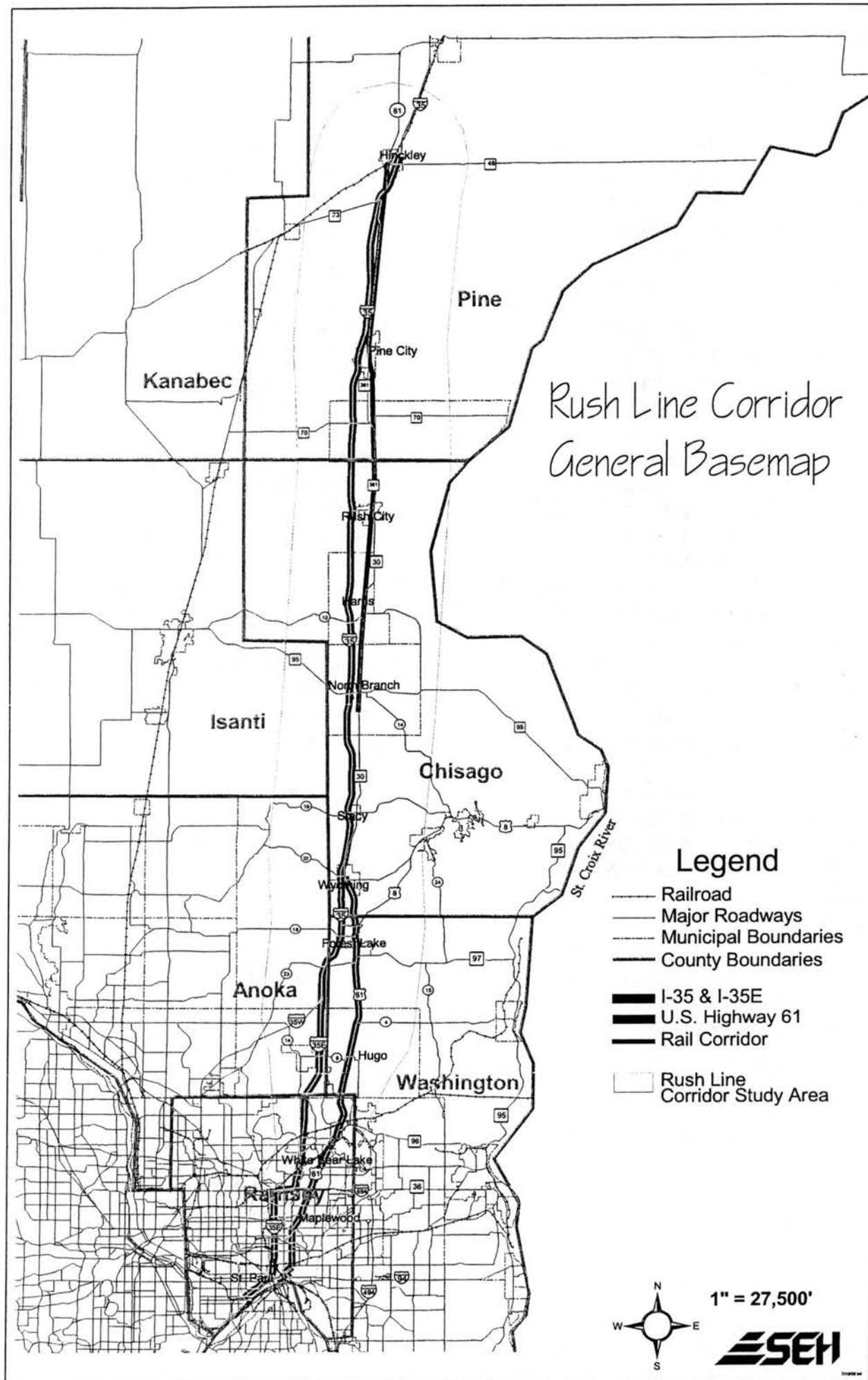
- What interim and long-term transit improvements should be made in the Corridor?
- How can recreation trails be preserved in rights-of-way that will also be used by transit?
- How can land use and transportation decisions by Corridor cities, towns and counties be coordinated?

Transit, for the purposes of this study, is defined as carpooling, vanpooling, bus and rail transit. It also includes facilities for transit, such as park-and-ride/pool lots, transit stations/stops, bus shoulders, bus traffic signal priority, and transit marketing. Busway is defined as an exclusive travel lane or roadway. Commuter rail is passenger rail service that typically operates on existing freight railroad right-of-way or other exclusive right-of-way, usually between a central city, its suburbs, and/or another central city.

A. Understanding Corridor Problems

The Task Force identified the following problems in the Corridor:

- An increase in travel resulting in highway congestion;
- The planned reconstruction of I-35E/I-694;
- The limited travel options currently available; and
- Assuring the co-existence of recreation trails with transit.



Population is predicted to increase 24 percent and employment to grow by 27 percent. A staggering 45 percent growth in work trips in the more urbanized portion of the Corridor is also predicted. With population and economic development comes an increase in traffic. With one interstate and one major highway extending north from the metropolitan area and population growth along the Corridor, it is no surprise that these roadways are becoming more and more congested.

The proposed reconstruction of I-35E/I-694, or "Unweave the Weave" as it is commonly referred to, will further congest the Corridor during the construction period. With bridge replacement included, that construction could begin as early as 2002 and continue through 2007, with the majority of work happening after 2004.

If there were more travel options for users of this Corridor, the impacts of the I-35E/I-694 reconstruction project might not be so great. However, there are limited travel options available for users of the Rush Line Corridor. Metro Transit provides transit service in southern portions of the Corridor, but its financially constrained service is limited in coverage and frequency. Aside from limited transit service provided by counties, dial-a-rides, and elderly/disabled systems, there is virtually no public transit in the mid and northern portions of the Corridor. Two transit hubs, both in shopping centers, are located in the Rush Line Corridor: Maplewood Mall in Maplewood, and Hillcrest Center in North St. Paul. Several park-and-ride/pool facilities are located in the Rush Line Corridor, with the majority of facilities located adjacent to I-35E and US-61. Expansion of park-and-ride facilities in the southern portion of the Corridor is needed to accommodate additional transit riders.

Railroad tracks are in place in many sections of the Corridor, and are currently in use for limited-service freight operations in some segments. Other segments of railroad right-of-way have been abandoned and purchased by county regional railroad authorities. These linear rights-of-way have been converted to use as recreation trails and transit will be located there alongside trails in the future. The trails include:

- Bruce Vento Regional Trail located on Ramsey County Regional Railroad Authority (RCRRA) right-of-way
- Hardwood Creek Regional Trail, located on Washington County Regional Railroad right-of-way
- Sunrise Prairie Trail, located on Chisago County Regional Railroad right-of-way

The coexistence of trails with transit in the same Corridor was a priority of the Task Force. The Task Force decided that future transit options studied in the abandoned railroad rights-of-way should accommodate the coexistence of trails.

B. Corridor Goals

The understanding of the Corridor problems led to the development of goals. They are:

Transportation Mobility

Goal 1: Increase transit ridership and reduce auto dependency.

Goal 2: Reduce travel delays and congestion in the Corridor.

Goal 3: Develop transit improvements consistent with public support and public policy direction.

Economic Development

Goal 1: Improve access to Corridor jobs and activity centers.

Goal 2: Encourage and shape appropriate development and land use.

Environment

Goal 1: Preserve and enhance natural and cultural resources.

C. Public Opinion

Public involvement and opinion were an important element of the Rush Line Corridor Transit Study. The public involvement process was designed to provide two-way communication with state and local officials, transportation operators, transportation advocates, business groups, and the general public in a proactive process.

As part of the study, both qualitative (focus groups) and quantitative (telephone survey) market research was performed. The objective of the focus groups was to identify issues regarding public perceptions of current transportation services in the Rush Line Corridor, as well as to obtain attitudes toward alternative transit modes for future planning.

Focus groups

Three focus groups were conducted in April 2000 that included participants in three categories: general public, employers, and professionals/community leaders. The key findings from the focus groups included: most participants drive to work alone; they suggested more frequent buses and tighter security on the buses; felt commuter rail and light rail transit were attractive transportation alternatives; and would support public funding for transportation in the Corridor.

Telephone Survey

A telephone survey was conducted to determine the public's perception of current transportation services and needs in the Rush Line Corridor, and to identify attitudes toward alternative modes for future planning for the area. The perception of respondents was that the current transit services in the Corridor are barely adequate and that traffic congestion is a problem. The most important theme was getting people to jobs. When looking into the future, they want more than wider freeways in

the Corridor. One out of four wants to see additional lanes on the roadways they travel, but one out of five would envision commuter or light rail also.

Other Activities

Other public involvement activities included Task Force and Steering Committee meetings, a website (www.rushlinecorridor.com), two newsletters, and three workshops designed to provide information on the study and solicit feedback on the proposed interim improvement recommendations and alternative long-term transit modes, and four open houses to present information on the study, including the interim and long-term transit alternatives, and to answer questions and solicit feedback on the study and its recommendations. Also, a panel of transit experts from around the country toured the Rush Line Corridor. They provided their perspective on the Rush Line Corridor and lessons learned based on their experience planning and implementing major transit facilities in other areas of the country.

D. Basis for Recommended Improvements

When developing potential interim and long-term transit improvements for the Rush Line Corridor, the following conditions were considered:

- The Rush Line Corridor will host one of the Twin Cities' worst bottlenecks when reconstruction of the I-35E/I-694 common section begins within the next five years.
- The Rush Line Corridor is the primary northeast transportation gateway into the Twin Cities metropolitan area, with growth in population/employment and traffic projected to accelerate over the next 20 years.
- North-south transit service in the Corridor is limited, with fixed-route service provided primarily in the southern portion of the Corridor.
- Transit service in the northern portion of the Corridor is primarily demand-responsive, small-vehicle service provided by host counties, with no through service to the southern portion of the Corridor.

The development of the proposed transit improvements is based on the philosophy that transit opportunities in the Corridor should be linked into a package of services and facilities that assist in accomplishing the following:

- Ensuring the coexistence of trails and other interim uses of right-of-way preserved for long-term transit use
- Providing alternative transportation mobility options during reconstruction to relieve the traffic bottleneck conditions on the I-35E/I-694 common section
- Building Corridor transit ridership that will provide an enhanced basis for long-term improvements
- Developing advantages for transit in an otherwise single-mode, auto-oriented Corridor, including a "gateway" image of high quality, attractive transit service into the Twin Cities

- Acknowledging the Corridor as the terminal segment of an interregional corridor extending to Duluth, with growth and reverse-commute opportunities projected to accelerate over the next 20 years.

E. Co-existence of Trails and Transit

All interim and long-term transit alternatives assume that trail use remains in the Corridor. In the majority of the Rush Line Corridor, the joint use of the former railroad right-of-way by trails and proposed fixed guideway transit options (busway and commuter rail) is possible. There are constrained sections that would require either additional right-of-way or the relocation of the trail within the Corridor. In either case, a continuous trail would be provided along existing trail sections. The development of a continuous north-south trail is also possible in conjunction with the implementation of the fixed guideway options. New trail sections can be developed for approximately \$310,000 per mile (excluding right-of-way and structure costs).

F. Interim Transit Improvements

Proposed interim transit improvements include capital, service and institutional recommendations. Corridor jurisdictions, as well as the region and the state, are encouraged to initiate planning for these transit improvements, including budgeting appropriately within individual jurisdictional planning and capital programming.

Capital Improvements

Capital improvements include new transit facilities sited following local evaluation processes in White Bear Lake and Forest Lake, expanding the Maplewood Mall Transit Center, expanding a park and ride lot on Highway 61/County Road C, and establishing three new park and pool lots in North Branch, Pine City, and Hinckley. Other capital improvements include bus shoulders, High Occupancy Vehicle (HOV) exclusive on-ramps or bypasses, and intelligent transportation system projects such as real time information signs (to let transit riders know what time their bus will be at their stop), Automatic Vehicle Locator (AVL allows operator-dispatcher map displays of real-time vehicle position, emergency alarms with covert monitoring, route adherence, schedule monitoring, and passenger information systems with real-time bus schedule data), signal priority (which would tell the local traffic intersection controller to either extend the green phase for bus traffic signal priority or to insert a green phase for bus pull-out re-entry), bus emergency alarms and video cameras at park and ride lots.

Service Improvements

Service improvements include expanding express bus service and connecting bus service with proposed express routes, and park and pool lots. In addition, it is recommended that marketing of commuter services throughout the Corridor be improved.

G. Long-Term Improvements

Three transit modes were considered for long-term improvements for the Corridor: express bus on shoulders, busway and commuter rail.

Express Bus on Shoulders



Express Bus Service on Freeway Shoulder

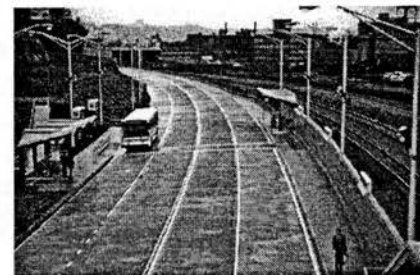
Express bus on freeway shoulders can operate a portion of its route without stops on freeway shoulders. This system can incorporate off-line stations with park-and-ride lots, bus-only ramps and queue bypasses, and exclusive or semi-exclusive roadways. Bus vehicles can be diesel or alternative fueled, low or high floor (a low floor is generally at curb level, easing boarding for riders in wheelchairs or with disabilities), with varying capacities (typically standard 40-foot buses, articulated buses, and over the road coaches).

For the Rush Line Corridor, it is proposed that new express bus use I-35E/I-35 shoulders extended north from St. Paul to County Road 22 in Wyoming. Express bus use on I-35E/35 shoulders involves widening the existing outside shoulders and increasing the shoulder depth. Bus shoulder lanes on I-35E north to Hwy 96 and on Hwy 61 are also recommended in the Interim rather than Long-Term.

Express Bus on Shoulders				
Number of Routes	Route Frequency	2020 Daily Ridership	Capital Cost	Annual Operating & Maintenance Cost
6	30 min. during peak	1,200	\$18 million	\$1.8 million

Busway

A busway is an exclusive travel lane or roadway. Busway vehicles can be diesel or alternative fueled, low or high floor, with varying capacities (typically standard 40-foot buses and articulated buses). Once leaving the exclusive busway facility, buses can operate in mixed traffic as typical bus routes. Two busway alternatives on exclusive guideway terminating near downtown St. Paul were examined in the study. Buses would continue into downtown St. Paul on local streets. Both White Bear Lake and Wyoming were considered for a northern terminus. The busway alternatives would use the same right-of-way as the eastern alignment for the commuter rail alternatives, or the RCRRA and Burlington Northern Santa Fe (BNSF) right-of-way. There were areas where modifications would have to



Pittsburgh Busway

be made due to right-of-way constraints. This could involve co-existence of freight and buses in the same right-of-way or using local streets for the constrained areas.

Busway				
Number of Routes	Route Frequency	2020 Daily Ridership	Capital Cost	Annual Operating & Maintenance Cost
6*	10 min. during peak 15 min midday	8,100** (to WBL)	\$189 m to Wyoming \$95 m to WBL	\$7.8 m to Wyoming \$6 m to WBL**

*Plus Changes to Existing Bus Routes

**From MnDOT Twin Cities Exclusive Busway Study

Commuter Rail

Commuter rail is passenger train service that typically operates on existing freight railroad right-of-way or other exclusive right-of-way, usually between a central city,



Dallas Self-Propelled Diesel Commuter Rail [Diesel Multiple Unit (DMU)]

its suburbs, and/or another central city. Commuter rail is either diesel or electric powered, with trains that consist of multiple cars that are either locomotive-hauled or self-propelled. Several commuter rail alternatives were examined, all of which had a southern terminus in downtown St. Paul at St. Paul Union Depot. Potential locations for the northern terminus of the commuter rail line include municipalities between White Bear Lake and Hinckley. Two alternate commuter rail alignments were considered between White Bear

Lake and downtown St. Paul. A western alignment using Burlington Northern Santa Fe (BNSF) and Canadian Pacific (CP) railroad right-of-way and an eastern alignment using RCRRA and NBSF rights-of-way were examined. All alternatives assume trail use remains in the Corridor. Feasibility for commuter rail was examined. Several vertical clearances and grade crossings would need to be modified, and there are areas where small amounts of right-of-way would need to be acquired.

Commuter Rail				
Number of Routes	Route Frequency	2020 Daily Ridership	Capital Cost (in millions)	Annual Operating & Maintenance Cost
1	30 min. during peak	2,600 to Hinckley 2,400 to Wyoming	\$368-395 to Hinckley \$276-303 to Rush City \$163-190 to Wyoming \$155-182 to For. Lake \$90-117 to WBL	\$3.1 m to Hinckley \$1.4 m to Wyoming

In comparing the long-term transit alternatives, the Express Bus on Freeway Shoulders Alternate is the lower capital cost alternative at \$18 million (excluding

overpass reconstruction), as compared to the busway and commuter rail alternates which ranged from \$90 to \$400 million (depending on the northern terminus).

In terms of service levels and ridership, the Busway alternates provide the highest level of service with 10-minute peak period (inbound to St. Paul in the morning peak period and outbound from St. Paul in the afternoon peak period) and 15-minute midday period service frequencies. The Express Bus on Freeway Shoulder and Commuter Rail alternates provide 30 minute peak period service frequencies in the peak to downtown St. Paul, with the Commuter Rail alternates also providing one reverse peak direction train during the peak period.

H. Funding Sources

There are many potential funding sources that could be used to fund proposed Rush Line Corridor Transit Study improvements. They include:

- Operating revenues: generated from fares, parking fees, or advertisements
- Local, regional, and state funding: generated from property tax revenue, regional sales tax revenue, state motor vehicle excise tax revenue, or state sales tax revenue
- Federal grants: the Federal Transit Administration has several funding programs for new commuter rail and busway systems, and a variety of transit funding programs
- Financing techniques: this includes revolving loan programs and bonding financing

I. Conclusions

Public transit is important to the Rush Line Corridor. Transit can provide alternative forms of transportation, increase accessibility between suburbs and the central city, improve access to jobs, provide improved mobility for the elderly and persons with disabilities, improve the environment, and reinforce the economic stability of the Corridor. The Task Force has made a conscious effort to preserve and enhance recreation trails in the Corridor. Since the Rush Line Corridor is so diverse in its development, a wide range of transit improvements will be needed to improve existing transit service, as well as better accommodate longer-term transportation needs resulting from growth and development in the corridor and the region as a whole.

J. Recommendations

There are many recommendations resulting from this study. These include the following:

Implementation Recommendations

To successfully implement the Interim Transit Improvements recommended, the Task Force should:

- Work with Corridor municipalities, transit agencies, and MnDOT on bus service improvements.
- Work with Corridor municipalities, transit agencies and MnDOT to:
 - 1) Site transit facilities in White Bear Lake and Forest Lake area.
 - 2) Establish three new park and pool lots in North Branch, Pine City and Hinckley.
- Continue to integrate trails with transit in the Corridor.

Advocacy Recommendations

The Task Force should:

- Seek state and federal funding to implement the transit and transit facility projects identified through this study.
- Work closely with MnDOT on planning for high quality, integrated and attractive transit service in the interregional corridor identified as I-35 from Duluth to the Twin Cities.
- Discuss with state and regional government jurisdictional issues as they relate to transit.

Coordination Recommendations

The Task Force should continue to coordinate with:

- County and city parks and recreation departments and the DNR on integrating trails with transit.
- MnDOT in planning for mitigation during the I-35E/I-694 reconstruction project.
- The City of St. Paul and Ramsey Regional Rail Authority as the Phalen Boulevard (section that pertains to the Rush Line Corridor) project becomes implemented.
- Metro Transit and the Metropolitan Council on transit projects in the Corridor area.

Gathering Information Recommendations

The Task Force should continue to:

- Monitor the MnDOT commuter rail priorities and commuter rail development in this region.
- Re-evaluate ridership results with updated 2000 Census data after the data becomes available and is integrated into the Metropolitan Council regional transportation model.
- Monitor growth, development, and traffic along the Corridor. Land use development in the Corridor should be coordinated with transportation.

Land Preservation Recommendations

The Task Force should continue to:

- Encourage the purchase of railroad rights-of-way through the county regional rail authorities in the Corridor as they become abandoned.
- Encourage the preservation of land adjacent to the Corridor area for future transit use.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

August 6, 2001

Date

Board Action Requested

Ratify Partial Payment No. 7 in the amount of \$223,547.17; No.8 in the amount of \$250,865.16; No. 9 in the amount of \$142,267.11; and No. 10 in the amount of \$183,495.69 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional consulting of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study. Payment in the amount of \$800,175.13 for the period ending May 25, 2001 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 00-05. Payment documentation is being submitted for ratification in compliance with the latter.

See attached:

1. Proposed resolution ratifying payment
2. Accounts Payable forms and Partial Payment Nos. 7, 8, 9 and 10
3. BRW, Inc. Invoices No. 267-11819 (7), No. 267-12167 (8), No. 267-12557 (9), and No. 267-12908 (10) and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 14, 2001

Board Date

Kristine A. Longheary

Signature

8-6-01

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through May 25, 2001; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoices No. 267-11819, Partial Payment No. 7; No. 267-12167, Partial Payment No. 8; No. 267-12557, Partial Payment No. 9; No. 267-12908, Partial Payment No. 10 in the amount of \$800,175.13 attachments thereto, provide the correct documentation of payments due BRW, Inc. through May 25, 2001; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$800,175.13 for services rendered through May 25, 2001, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Business Unit: RRA
Voucher 00001097

VOUCHER
Purchase Order Voucher

Run Date 20 Mar 2001
Run Time 2:09 PM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

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2001	7 (267-11819)	09 Mar 2001	0000002207	RRW INC	ONI	LONGHFKR p		20 Mar 2001	11	Due Now

Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
\$223,547.17	\$0.00	THRESHER SQUARE	700 THIRD ST SO		MINNEAPOLIS	MN	55415

Group ID	Sales Tax	Pckp Ord Nbr
000000	\$0.00	

Voucher Line Information

Description	Merch Amt	Inv Item I	Unit Price	Prorate	S U F 1099
Provide consulting services	\$223,547.17		\$223,547.17		Y N Y N

Distribution Line Information

Account	Fund	Org	Program	Approp	Client Name	BY	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asses
421501	12501	150180	00000	0000000	Default Client ID	2000	G205002			\$223,547.17			N
Account Name: Consulting Services					Org Name: RCRRA-Prol/Grant								

ent Comments-Check Stub

ce No. 7 (267-11819), dated 3/9/01
ces for 1/20/01-2/23/01

ner Comments

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

Authorization

R. Hespigelaen

Date

3/23/01

2



BRW, Inc.

700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415** (612) 370-0700

** INVOICE **

MARCH 9, 2001

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
665 RAMSEY CO. GOV. CENTER-WST
50 WEST KELLOGG BLVD.
ST. PAUL, MN 55102
ATTN:MS. KATHY DESPIEGELAERE

PLEASE INCLUDE)
ON REMITTANCE) --> INVOICE NUMBER : 267 -11819 :
ACCOUNT NUMBER 45550-001-267

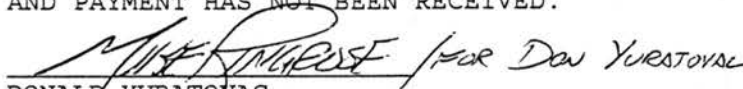
TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO.

RAMSEY COUNTY REGIONAL RAILROAD AUTH.

PERIOD COVERING 01/20/01 THROUGH 02/23/01	US\$	US\$
PROFESSIONAL SERVICES RENDERED	235,525.60	1,030,198.09
LESS 5% RETAINAGE	-11,776.28	-51,509.90
**** TOTAL AMOUNT DUE THIS INVOICE	223,749.32	978,688.19

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS JUST AND CORRECT
AND PAYMENT HAS NOT BEEN RECEIVED.


DONALD YURATOVAC
PROJECT MANAGER

PROGRESS BILLING
PLEASE REMIT TO:
URS / BRW, FILE: 54967, LOS ANGELES, CA 90074-4967

THIS INVOICE IS DUE AND PAYABLE UPON PRESENTATION
PLEASE RETURN ONE COPY OF THIS INVOICE WITH YOUR REMITTANCE

3

CENTRAL CORRIDOR TRANSIT STUDY

BRW TEAM PROGRESS REPORT

FOR THE PERIOD:

January 20, 2001 – February 23, 2001

Below each of the following project tasks are listed the work items that were accomplished between January 20, 2001 and February 23, 2001.

Task 1.0: Define Goals and Objectives

- Continued refinement of Vision and Goals/Objectives Statement
- Continued data collection including population and employment, land use, development, existing system, and travel demand
- Holding FTA brief for revisions

Task 2.0: Establish Project Charter

- Continued refinement of Purpose and Need (Review Draft)
- Continued refinement of schedule of meetings and deliverable dates
- Continued to comment on public participation program
- Continued refinement of evaluation framework and criteria
- Continued refinement of Project Management Plan (Internal Draft)
- Continued refinement of evaluation criteria

Task 3.0: Alternatives Definition

- Continued development of alternatives for major generators (downtown Minneapolis, University of Minnesota, Capitol Area, downtown St. Paul) which includes coordination with subconsultants, RCRRA staff, and staff from generators
- Continued identification of key issues related to downtown St. Paul and the University of Minnesota
- Continued refinement of Option Descriptions
- Continued coordination with BNSF and CP Rail and MC Rail
- Continued coordination with Red Rock Corridor ridership estimation
- Continued preparation of alignment drawings
- Completed work on the Screen II Evaluation (presented findings)
- Continued work on *Tech Memo III – Screen II Evaluation*
- Prepared for and participated in the following meetings related to the above work items:
 - January 23, 2001 – internal working session
 - January 24, 2001 – internal working session
 - January 25, 2001 – internal working session
 - February 15, 2001 – internal working session

Task 4.0: Refine Alternatives

- Continued refinement of potential station locations
- Prepared Commuter Rail/LRT ridership market analysis
- Finalized S/E data for ridership model with St. Paul and Minneapolis staff
- Continued development of feeder bus plans with Metro Transit staff
- Continued refinement of ridership model for No Build and TSM alternatives
- Prepared for and participated in the following meetings related to the above work items:
 - January 26, 2001 – meeting with St. Paul and Minneapolis planning staff
 - February 6, 2001 – internal working session
 - February 9, 2001 – internal working session
 - February 12, 2001 – meeting with Metro Transit staff

Task 5.0: Implementation and Funding Plans

- No work completed on this task

Task 6.0: EIS Preparation

- Continued schedule acceleration for Screen III/DEIS
- Continued discussion of scoping timing relative to Screens I and II, and Scoping
- Prepared for and participated in the following meetings related to the above work items:
 - February 20, 2001 – internal working session

Task 7.0: Public Involvement

- Prepared overheads for Coordinating Committee Meetings (40)
- Prepared overheads for public/business meetings (4)
- Prepared for and attended Coordinating Committee Meeting
 - February 8, 2001 – Coordinating Committee # 8 (postponed)
 - February 15, 2001 – Coordinating Committee # 8
- Continued to review meeting minutes from public information meetings (when available)
- Prepared minutes for the following meetings:
 - February 15, 2001 – Coordinating Committee # 8

Task 8.0: Project Management

- Prepared for and attended the following RCRRA meetings:
 - January 24, 2001– Working Group Team #19
 - January 24, 2001– Project Management Team #8
 - January 31, 2001– Working Group Team #20
 - February 13, 2001– Working Group Team #21
- Prepared for and attended the following internal meetings:
 - January 31, 2001 – internal coordination
 - February 8, 2001 – internal coordination
 - February 14, 2001 – internal coordination
- Prepared minutes for the following meetings:
 - January 24, 2001– Project Management Team #8
- Prepared progress report and invoice
- Continued to update schedule
- Coordinated with RCRRA Project Manager to discuss work products and schedule
- Prepared information relative to commuter rail strategies for Central Corridor



Business Unit RRA
Voucher ID 00001148

VOUCHER
Purchase Order Voucher

Run Date 07.May.2001
Run Time 2: PM

ID: RMAP19

Voucher Header Information

Pay Method: System Check

Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
2001	267-12167 (8)	20.Apr.2001	0000002207	RRW INC.	ONI	LONGHEK R		07 May 2001	11	Due Now

Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
\$250,865.16	\$0.00	THRESHER SQUARE	700 THIRD ST SO		MINNEAPOLIS	MN	55415

g	Group ID	Sales Tax	Pckp Ord'r Nbr
	000235	\$0.00	

Voucher Line Information

Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
Provide consulting services	\$250,865.16		\$250,865.16		Y	N	Y	N

Distribution Line Information

Account	Fund	Org	Program	Approp	Client Name	BY	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asse
421501	12501	150180	00000	0000000	Default Client ID	2000	G205002			\$250,865.16			N
Account Name: Consulting Services					Org Name: RCRRA-Proi/Grant								

nt Comments-Check Stub

e No. 267-12167, dated 4/20/01
es for 2/24/01-3/30/01

er Comments

onal receipts attached in back of packet for reimbursement.

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

Authorization K. He Spiegel Date 5/8/01

6



BRW, Inc.

700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415** (612) 370-0700

** INVOICE **

APRIL 20, 2001

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
665 RAMSEY CO. GOV. CENTER-WST
50 WEST KELLOGG BLVD.
ST. PAUL, MN 55102
ATTN:MS. KATHY DESPIEGELAERE

PLEASE INCLUDE)
ON REMITTANCE) --> INVOICE NUMBER : 267 -12167 :
ACCOUNT NUMBER 45550-001-267

TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO. 8

PERIOD COVERING 02/24/01 THROUGH 03/30/01	US\$	US\$
PROFESSIONAL SERVICES RENDERED	263,828.44	1,294,026.53
LESS 5% RETAINAGE	-13,191.42	-64,701.32
TOTAL AMOUNT DUE THIS INVOICE	250,637.02	1,229,325.21

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS JUST AND CORRECT
AND PAYMENT HAS NOT BEEN RECEIVED.


DONALD YURATOVAC
PROJECT MANAGER

PROGRESS BILLING
PLEASE REMIT TO:
URS / BRW, FILE: 54967, LOS ANGELES, CA 90074-4967

THIS INVOICE IS DUE AND PAYABLE UPON PRESENTATION
PLEASE RETURN ONE COPY OF THIS INVOICE WITH YOUR REMITTANCE

7

Task 4.0: Refine Alternatives

- Continued refinement of potential station locations
- Finalized S/E data for ridership model with St. Paul and Minneapolis staff
- Continued development of feeder bus plans with Metro Transit staff
- Continued refinement of ridership model for No Build and TSM alternatives
- Prepared for and participated in the following meetings related to the above work items:
 - February , 2001 – internal working session
 - February , 2001 – internal working session
 - February , 2001 – internal working session
 - February , 2001 – internal working session
 - March , 2001 – internal working session
 - March , 2001 – internal working session
 - March , 2001 – internal working session

Task 5.0: Implementation and Funding Plans

- No work completed on this task

Task 6.0: EIS Preparation

- Completed Draft NOI for submission to FTA by RCRRA
- Initiated work on the DEIS
- Initiated task identification and assignments for the public involvement portion of the Scoping process (with RCRRA and Himle Horner)
- Prepared for and participated in the following meetings related to the above work items:
 - March 12, 2001 – internal working session
 - March 13, 2001 – meeting regarding Scoping public involvement
 - March 14, 2001 – internal working session

Task 7.0: Public Involvement

- Prepared overheads for public/business meetings (60)
- March 2001 – Coordinating Committee meeting cancelled
- Continued to review meeting minutes from public information meetings (when available)

Task 8.0: Project Management

- Prepared for and attended the following RCRRA meetings:
 - February , 2001– Working Group Team #22
 - February 24, 2001– Project Management Team #9
 - March , 2001– Working Group Team #23
 - March , 2001– Working Group Team #24
 - March 28, 2001 – Project Management Team #10
- Prepared for and attended the following internal meetings:
 - , 2001 – internal coordination
 - , 2001 – internal coordination
 - , 2001 – internal coordination
- Prepared minutes for the following meetings:
 - February 24, 2001– Project Management Team #9
 - March 28, 2001 – Project Management Team #10
- Prepared progress report and invoice
- Continued to update schedule
- Coordinated with RCRRA Project Manager to discuss work products and schedule
- Prepared information relative to commuter rail strategies for Central Corridor



Voucher ID: 00001190

Purchase Order Voucher

Run Time 1:37:49 PM

port ID: RMAP19

Voucher Header Information

Pay Method: System Check

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Use	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
	\$142,267.11	\$0.00	THRESHER SQUARE	700 THIRD ST SO		MINNEAPOLIS	MN	55415

Billing	Group ID	Sales Tax	Pckp Ord# Nbr
	000245	\$0.00	

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	Provide consulting services	\$142,267.11		\$142,267.11		Y	N	Y	N

Distribution Line Information

Line #	Account	Fund	Org	Program	Approp	Client Name	BY	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asse
	421501	12501	150180	00000	0000000	Default Client ID	2000	G205002			\$142,267.11			N
	Account Name: Consulting Services					Org Name: RCRRRA-Prol/Grant								

/ment Comments-Check Stub

Invoice No. 267-12557 (9), dated 5/18/01
Services for 3/31/01-4/27/01

Voucher Comments

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

Authorization

Date

6/18/01

6



BRW, Inc.

700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415** (612) 370-0700

** INVOICE **

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
665 RAMSEY CO. GOV. CENTER-WST
50 WEST KELLOGG BLVD.
ST. PAUL, MN 55102
ATTN: MS. KATHY DESPIEGELAERE

MAY 18, 2001

Kris:
Invoice from Martinez #7495
for \$26,171.52 was already billed
on invoice #8 per BRW. Please
adjust this down by that amount.

PLEASE INCLUDE)

ON REMITTANCE) --> INVOICE NUMBER : 267 -12557 :

ACCOUNT NUMBER 45550-001-267

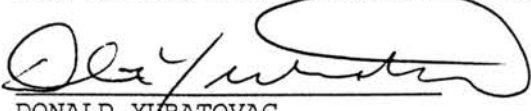
TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO. 9

RAMSEY COUNTY REGIONAL RAILROAD AUTH.

PERIOD COVERING 03/31/01 THROUGH 04/27/01	US\$	US\$
PROFESSIONAL SERVICES RENDERED	175,926.37	1,469,952.90
LESS 5% RETAINAGE	-8,796.32	-73,497.64
	-----	-----
	167,130.05	1,396,455.26

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS JUST AND CORRECT
AND PAYMENT HAS NOT BEEN RECEIVED.


DONALD YURATOVAC
PROJECT MANAGER

PROGRESS BILLING
PLEASE REMIT TO:
URS / BRW, FILE: 54967, LOS ANGELES, CA 90074-4967

THIS INVOICE IS DUE AND PAYABLE UPON PRESENTATION
PLEASE RETURN ONE COPY OF THIS INVOICE WITH YOUR REMITTANCE

10



Voucher ID: 00001245

Purchase Order Voucher

Run Time 3:46:52 PM

ort ID: RMAP19

Voucher Header Information

Pay Method: System Check

ad Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
12.2001	267-12908 (10)	29.Jun.2001	0000002207	RRW INC.	ONI	LONGHFKR P		12.Jul.2001	11	Due Now
	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$183,495.69	\$0.00	THRESHER SQUARE	700 THIRD ST SO		MINNEAPOLIS	MN	55415		
ling	Group ID	Sales Tax	Pckp Ord# Nbr							
	000255	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	Provide consulting services	\$183,495.69		\$183,495.69		Y	N	Y	N

Distribution Line Information

#	Account	Fund	Org	Program	Approp	Client Name	BY	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asse
	421501	12501	150180	00000	0000000	Default Client ID	2000	G205002			\$183,495.69			N
Account Name: Consulting Services						Org Name: RCRRRA-Provl/Grant								

nent Comments-Check Stub

ice No. 267-12908 (10), dated 6/29/01
ices for 4/28/01-5/25/01 (-5% retainage)

her Comments

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

Authorization

 Date 7/13/01

URS

BRW, Inc.

700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415** (612) 370-0700

** INVOICE **

JUNE 29, 2001

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
665 RAMSEY CO. GOV. CENTER-WST
50 WEST KELLOGG BLVD.
ST. PAUL, MN 55102
ATTN:MS. KATHY DESPIEGELAERE

PLEASE INCLUDE)
ON REMITTANCE) --> INVOICE NUMBER : 267 -12908 :
ACCOUNT NUMBER 45550-001-267

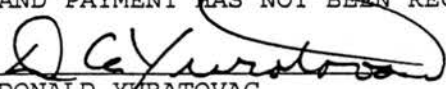
TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO. 10

RAMSEY COUNTY REGIONAL RAILROAD AUTH.

	US\$	US\$
PERIOD COVERING 04/28/01 THROUGH 05/25/01		
PROFESSIONAL SERVICES RENDERED	193,153.36	1,636,934.74
LESS 5% RETAINAGE	-9,657.67	-81,846.74
TOTAL AMOUNT DUE THIS INVOICE	183,495.69	1,555,088.00

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS JUST AND CORRECT
AND PAYMENT HAS NOT BEEN RECEIVED.


DONALD YURATOVAC
PROJECT MANAGER

OK 

PROGRESS BILLING
PLEASE REMIT TO:
URS / BRW, FILE: 54967, LOS ANGELES, CA 90074-4967

THIS INVOICE IS DUE AND PAYABLE UPON PRESENTATION
PLEASE RETURN ONE COPY OF THIS INVOICE WITH YOUR REMITTANCE

12

CENTRAL CORRIDOR TRANSIT STUDY

BRW TEAM PROGRESS REPORT

FOR THE PERIOD:

April 27, 2001 – May 25, 2001

Below each of the following project tasks are listed the work items that were accomplished between April 27, 2001 and May 25, 2001

Task 1.0: Define Goals and Objectives

- No Work on this task

Task 2.0: Establish Project Charter

- Continued refinement of schedule of meetings and deliverable dates
- Continued to comment on public participation program

Task 3.0: Alternatives Definition

- Continued refinement of alternatives for major University of Minnesota which includes coordination with subconsultants, RCRRA staff, and staff from generators
- Continued identification of key issues related to the University of Minnesota
- Continued refinement of Option Descriptions for use in the Draft Environmental Impact Statement
- Continued coordination with BNSF, CP Rail, and MC Rail
- Continued coordination with Red Rock Corridor ridership estimation
- Continued preparation of alignment drawings
- Continued work on *Tech Memo III – Screen II Evaluation*
- Prepared for and participated in the following meetings related to the above work items:
 - May 10, 2001 – City of St. Paul – discussion of alternatives
 - May 23, 2001 – City of St. Paul – refinement of alternatives

Task 4.0: Refine Alternatives

- Continued refinement of potential station locations
- Continued development of feeder bus plans with Metro Transit staff
- Continued refinement of ridership model for No Build and TSM alternatives
- Initiated work on the Commuter Rail Technical Analysis
- Prepared for and participated in the following meetings related to the above work items:
 - May 3, 2001 – Internal traffic meeting
 - May 4, 2001 – Internal conference call regarding engineering
 - May 9, 2001 – Meeting with SRF to discuss alternatives refinement and ridership

Task 5.0: Implementation and Funding Plans

- No work completed on this task

Task 6.0: EIS Preparation

- Completed NOI and provided to RCRRA for submission to FTA
- Continued initial work on the DEIS
- Continued working on assignments for the public involvement portion of the Scoping process (with RCRRA and Himle Horner)
- Initiated work on the Phase I Historic Resource Survey of the University Avenue Alignment
- Prepared for and participated in the following meetings related to the above work items:
 - May 2, 2001 – Internal meeting to discuss Historic Resources scope and budget
 - May 2, 2001 – Internal meetings with EIS authors to discuss progress on work
 - May 7, 2001 – Internal Historic Resources scope meeting
 - May 24, 2001 – Internal Meeting to discuss DEIS progress

Task 7.0: Public Involvement

- Completed Scoping Booklet and provided to RCRRA for production and distribution
- Submitted Scoping Booklet to the MnEQB for publication in the *MnEQB Monitor*
- Drafted Agency invitation letters for the June Scoping Meetings and provided to RCRRA for distribution with Scoping Booklets
- Began working on presentation boards, speakers script, and Power Point presentation for Public Meetings in June
- Coordinated with RCRRA to set up meeting times and dates for public meetings
- May 2001 Coordinating Committee meeting cancelled
- Continued to review meeting minutes from public information meetings (when available)
- Prepared for and participated in the following meetings related to the above work items:
 - May 3, 2001 – Internal conference call regarding the Scoping Meetings in June
 - May 11, 2001 – Internal conference call to discuss presentation and script for Scoping Meetings
 - May 16, 2001 – Internal meeting to discuss boards, Power Point, and set up for Scoping Meetings

Task 8.0: Project Management

- Prepared for and attended the following RCRRA meetings:
 - May 9, 2001 – Working Group Team #28
 - May 23, 2001 – Working Group Team #29
 - May 23, 2001 – Project Management Team Meeting #12
- Prepared progress report and invoice
- Continued to update schedule
- Coordinated with RCRRA Project Manager to discuss work products and schedule
- Prepared for and participated in the following meetings related to the above work items:
 - May 8, 2001 – Internal meeting

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

August 06, 2001

Date

Board Action Requested

Ratify quarterly report of payments for October 1, 2000 to December 31, 2000 and January 1, 2001 to March 31, 2001.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandums from J. Kleinschmidt, dated May 15, 2001
 3. Detail Disbursements for October, 2000 through March, 2001
 4. Appropriation Budget Status as of March 30, 2001

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 14, 2001

Board Date

Kristine A. Longhenry
Signature

8-6-01

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 of October 1, 2000 through December 31, 2000, and January 1, 2001 through March 30, 2001 and a record of these disbursements is attached; Now, Therefore, Be It

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Office of Budgeting and Accounting

Julie Kleinschmidt, Director

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

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

MEMORANDUM

TO: Paul Kirkwold, County Manager

FROM: Julie Kleinschmidt, Director-Budgeting & Accounting *jk*

DATE: May 15, 2001

SUBJECT: Ramsey County Regional Railroad Authority
Report of Payments: October through December, 2000

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 as follows:

<u>150110 - Proj/Grant Riverview Corridor MIS:</u>	
Budget Year 1998	\$ 231,813.20
<u>150101 - Regional Railroad Authority Administration:</u>	
Budget Year 1999	\$ - 2,083.00
Budget Year 2000	89,337.36
Total RRA Admin	\$ 87,254.36
<u>150106 - Northeast Corridor Maint. Kellogg to Beam:</u>	
Budget Year 2000	\$ 867.52
<u>150111 - Red Rock Corridor:</u>	
Budget Year 2000	\$ 22,000.00
<u>150180 - Proj/Grant Central Corridor Transit:</u>	
Budget Year 2000	\$ 593,981.32
Total Payments October through December 2000	<u>\$ 935,916.40</u>

Attached are the following reports:

A. Detail Disbursements for the period October through December 2000.

B. Appropriation Budget Status as of December 31, 2000.

JK:vw

Attachments

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



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date May 15, 2001

Run Time 3:17:22 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization	Project/Grant	Program
1998	12501	Ramsey Co Regional Rail Auth	150110 Riverview MIS	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421501	0000000	AP00262766	12/31/00	2,900.00		RRA 00000990	12/31/00	0000000017	0000290421	1/17/01	0000031693 Davis Communications
421501	0000000	AP00260910	12/21/00	4,265.00		RRA 00000967	12/21/00	0000000017	0000285112	1/ 3/01	0000031693 Davis Communications
421501	0000000	AP00223173	11/ 9/00	8,122.20		RRA 00000892	11/ 9/00	0000000017	0000268986	11/22/00	0000031693 Davis Communications
421501	0000000	AP00218165	11/ 2/00	104,737.89		RRA 00000881	11/ 2/00	0000000006	0000264393	11/ 8/00	0000100427 Parsons Brinckerhoff Quade &
421501		0000287414	12/31/00	57,270.53		To record retainage payable as a liability in 12/31/00					

Total Account	421501		177,295.62		Consulting Services	Account	421501	Payments:	120,025.09
								Journal Entries:	57,270.53
								Undisbursed Expenses:	0.00

421511	0000000	AP00270075	12/31/00	192.96		RRA 00001004	12/31/00		00003351	2/ 5/01	0000100162 Public Works
421511	0000000	AP00270075	12/31/00	195.04		RRA 00001007	12/31/00		00003351	2/ 5/01	0000100162 Public Works
421511	0000000	AP00268017	12/31/00	4,070.11		RRA 00001000	12/31/00		0000297371	1/31/01	0000023268 Metro Transit
421511	0000000	AP00260908	12/14/00	4,548.95		RRA 00000957	12/14/00		0000286070	1/ 5/01	0000023268 Metro Transit
421511	0000000	AP00230244	11/28/00	543.84		RRA 00000922	11/28/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00230249	12/12/00	1,608.00		RRA 00000951	12/12/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00230249	12/12/00	195.04		RRA 00000946	12/12/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00226292	11/20/00	64.14		RRA 00000913	11/20/00		00003079	12/ 8/00	0000100162 Public Works
421511	0000000	AP00226292	11/20/00	5,173.52		RRA 00000908	11/20/00		00003090	12/ 8/00	0000100162 Public Works
421511	0000000	AP00226293	11/21/00	192.40		RRA 00000918	11/21/00		00003079	12/ 8/00	0000100162 Public Works
421511	0000000	AP00223173	11/ 9/00	4,659.48		RRA 00000893	11/ 9/00		0000269088	11/22/00	0000023268 Metro Transit
421511	0000000	AP00216307	10/10/00	94.88		RRA 00000847	10/10/00		00002905	10/27/00	0000100162 Public Works
421511	0000000	AP00216308	10/16/00	3,339.00		RRA 00000858	10/16/00		0000259954	10/27/00	0000023268 Metro Transit
421511	0000000	AP00216308	10/16/00	4,656.25		RRA 00000854	10/16/00		00002905	10/27/00	0000100162 Public Works
421511	0000000	AP00212424	10/ 9/00	15,979.50		RRA 00000841	10/ 9/00		0000254858	10/13/00	0000023268 Metro Transit

Total Account	421511		45,513.11		Co Project Management Svcs	Account	421511	Payments:	45,513.11
								Journal Entries:	0.00
								Undisbursed Expenses:	0.00

421527	0000000	AP00279337	12/31/00	57.60		RRA 00001028	12/31/00		00003498	3/ 5/01	0000100150 Budgeting And Accounting
421527	0000000	AP00230250	12/14/00	288.00		RRA 00000959	12/14/00		00003152	12/21/00	0000100150 Budgeting And Accounting
421527	0000000	AP00224143	11/ 2/00	1,267.20		RRA 00000883	11/ 2/00		00003032	12/ 4/00	0000100150 Budgeting And Accounting
421527	0000000	AP00224145	11/ 7/00	1,267.20		RRA 00000888	11/ 7/00		00003032	12/ 4/00	0000100150 Budgeting And Accounting
421527	0000000			1,728.00	Deleted Voucher	RRA 00000997	12/31/00				0000100150 Budgeting And Accounting

3



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date: 10/10/01
Run Time: 3:17:22 PMReport Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization				Project/Grant			Program		
1998	12501	Ramsey Co Regional Rail Auth				150110 Riverview MIS			00000 All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
Total Account	421527			2,880.00		County Manager Services			Account 421527		Payments: 2,880.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421603	0000000	AP00273789	12/31/00	1,287.40		RRA 00001033	12/31/00		0000304115	2/16/01	0000001770 St Paul,City Of
421603	0000000	AP00268017	12/31/00	572.44		RRA 00000975	12/31/00		0000297134	1/31/01	0000001770 St Paul,City Of
421603	0000000	AP00260908	12/14/00	753.37		RRA 00000955	12/14/00		0000286139	1/ 5/01	0000001770 St Paul,City Of
421603	0000000	AP00227080	11/30/00	641.56		RRA 00000931	11/30/00		0000278840	12/15/00	0000001770 St Paul,City Of
421603	0000000	AP00217555	10/26/00	118.29		RRA 00000869	10/26/00		0000262111	11/ 3/00	0000001770 St Paul,City Of
421603	0000000	AP00217555	10/26/00	134.25		RRA 00000868	10/26/00		0000262111	11/ 3/00	0000001770 St Paul,City Of
Total Account	421603			3,507.31		Printing & Stationery			Account 421603		Payments: 3,507.31 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421701	0000000	AP00270075	12/31/00	46.42		RRA 00000996	12/31/00		00003353	2/ 5/01	0000100163 Comm Human Serv-Presort Mail
421701	0000000	AP00270075	12/31/00	70.28		RRA 00000995	12/31/00		00003353	2/ 5/01	0000100163 Comm Human Serv-Presort Mail
421701	0000000	AP00230243	11/16/00	391.30		RRA 00000903	11/16/00		00003158	12/21/00	0000100163 Comm Human Serv-Presort Mail
421701	0000000	AP00227081	12/ 7/00	44.05		RRA 00000938	12/ 7/00		00003122	12/14/00	0000100163 Comm Human Serv-Presort Mail
Total Account	421701			552.05		Postage			Account 421701		Payments: 552.05 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424306	0000000	AP00260911	12/28/00	108.40		RRA 00000973	12/28/00		0000285837	1/ 5/01	0000030747 Despiegelaere,Kathryn
424306	0000000	AP00227079	11/28/00	300.00		RRA 00000929	11/28/00		0000279013	12/15/00	0000127525 Piccolo, Eugene L.
424306	0000000	AP00223751	11/14/00	37.26		RRA 00000900	11/14/00		0000270013	11/27/00	0000030751 Citti Caffè
424306	0000000	AP00223172	11/ 7/00	50.00		RRA 00000891	11/ 7/00	0000000082	0000268967	11/22/00	0000126899 Cenaiko Expo, Inc.
424306	0000000	AP00223172	11/ 7/00	500.00		RRA 00000891	11/ 7/00	0000000082	0000268967	11/22/00	0000126899 Cenaiko Expo, Inc.
424306	0000000	AP00217554	10/24/00	20.00		RRA 00000867	10/24/00	0000000076	0000262317	11/ 3/00	0000031036 Campion Catering
424306	0000000	AP00217554	10/24/00	331.38		RRA 00000867	10/24/00	0000000076	0000262317	11/ 3/00	0000031036 Campion Catering
424306	0000000	AP00217555	10/26/00	61.25		RRA 00000874	10/26/00		0000262095	11/ 3/00	0000030747 Despiegelaere,Kathryn
424306	0000000	AP00217555	10/26/00	580.05		RRA 00000870	10/26/00		0000262290	11/ 3/00	0000124951 Anderson, Glenn H.
Total Account	424306			1,988.34		Ced Meeting Expenses Account			Account 424306		Payments: 1,988.34 Journal Entries: 0.00 Undisbursed Expenses: 0.00

A



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date May 15, 2001

Run Time 3:17:22 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization	Project/Grant	Program
1998	12501	Ramsey Co Regional Rail Auth	150110 Riverview MIS	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
424507	0000000	AP00268017	12/31/00	6.30		RRA 00000978	12/31/00	0000000095	0000297426	1/31/01	0000007157 Roadrunner Transportation Inc
424507	0000000	AP00227080	11/30/00	22.69		RRA 00000930	11/30/00	0000000087	0000279029	12/15/00	0000007157 Roadrunner Transportation Inc
424507	0000000	AP00223750	11/13/00	18.92		RRA 00000898	11/13/00	0000000083	0000270114	11/27/00	0000007157 Roadrunner Transportation Inc
424507	0000000	AP00217555	10/26/00	17.90		RRA 00000872	10/26/00	0000000077	0000262519	11/ 3/00	0000007157 Roadrunner Transportation Inc
424507	0000000	AP00212422	10/ 3/00	10.96		RRA 00000834	10/ 3/00	0000000073	0000254885	10/13/00	0000007157 Roadrunner Transportation Inc
Total Account	424507			76.77		Messenger Service				Account 424507	Payments: 76.77 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			231,813.20		All Programs				Program 00000	Payments: 174,542.67 Journal Entries: 57,270.53 Undisbursed Expenses: 0.00
Total Project/Grant				231,813.20						Project	Payments: 174,542.67 Journal Entries: 57,270.53 Undisbursed Expenses: 0.00
Total Organization	150110			231,813.20		Riverview MIS				Organization 150110	Payments: 174,542.67 Journal Entries: 57,270.53 Undisbursed Expenses: 0.00
Total Fund	12501			231,813.20		Ramsey Co Regional Rail Auth				Fund 12501	Payments: 174,542.67 Journal Entries: 57,270.53 Undisbursed Expenses: 0.00
Total Budget Year	1998			231,813.20						Budget Year 1998	Payments: 174,542.67 Journal Entries: 57,270.53 Undisbursed Expenses: 0.00



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date: May 10, 2001
Run Time: 03:17:22 PMReport Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization	Project/Grant	Program
1999	12501	Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421506		0000271905	12/31/00	-2,083.00		To adjust a payment in June 2000 that was charged to the 1999 budget and should have the 2000 budget for Lockridge, grindal Nauen. Prepared by Vern W.					
Total Account	421506			-2,083.00		Legislative Representative				Account 421506	Payments: 0.00 Journal Entries: -2,083.00 Undisbursed Expenses: 0.00
Total Program	00000			-2,083.00		All Programs				Program 00000	Payments: 0.00 Journal Entries: -2,083.00 Undisbursed Expenses: 0.00
Total Project/Grant				-2,083.00						Project	Payments: 0.00 Journal Entries: -2,083.00 Undisbursed Expenses: 0.00
Total Organization	150101			-2,083.00		Ramsey Co Reg Rail Auth-RCRRA				Organization 150101	Payments: 0.00 Journal Entries: -2,083.00 Undisbursed Expenses: 0.00
Total Fund	12501			-2,083.00		Ramsey Co Regional Rail Auth				Fund 12501	Payments: 0.00 Journal Entries: -2,083.00 Undisbursed Expenses: 0.00
Total Budget Year	1999			-2,083.00						Budget Year 1999	Payments: 0.00 Journal Entries: -2,083.00 Undisbursed Expenses: 0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date May 15,2001

Run Time 3:17:22 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization	Project/Grant	Program
2000	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descrptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421103	0000000	AP00270075	12/31/00	6,514.41		RRA 00000998	12/31/00		00003348	2/ 5/01	0000100150 Budgeting And Accounting
Total Account	421103			6,514.41		Budget And Accounting Svcs			Account 421103		Payments: 6,514.41 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421208	0000000	AP00270075	12/31/00	3,067.23		RRA 00001010	12/31/00		00003350	2/ 5/01	0000100153 County Attorney
421208	0000000	AP00261280	12/28/00	1,881.58		RRA 00000970	12/28/00		00003256	1/ 5/01	0000100153 County Attorney
421208	0000000	AP00230244	11/28/00	824.80		RRA 00000923	11/28/00		00003153	12/21/00	0000100153 County Attorney
421208	0000000	AP00220496	10/26/00	924.17		RRA 00000873	10/26/00		00003006	11/16/00	0000100153 County Attorney
Total Account	421208			6,697.78		County Attorney Services			Account 421208		Payments: 6,697.78 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421402	0000000	AP00270075	12/31/00	440.54		RRA 00001016	12/31/00		00003357	2/ 5/01	0000100168 Information Services
421402	0000000	AP00261280	12/28/00	398.68		RRA 00000972	12/28/00		00003258	1/ 5/01	0000100168 Information Services
421402	0000000	AP00226293	11/21/00	79.16		RRA 00000915	11/21/00		00003082	12/ 8/00	0000100168 Information Services
421402	0000000	AP00220496	10/26/00	185.17		RRA 00000871	10/26/00		00003007	11/16/00	0000100168 Information Services
Total Account	421402			1,103.55		Data Proc Srv-Mtce			Account 421402		Payments: 1,103.55 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421501		0000279651	12/31/00	-495.00		To correct balances at 123199					
Total Account	421501			-495.00		Consulting Services			Account 421501		Payments: 0.00 Journal Entries: -495.00 Undisbursed Expenses: 0.00
421506	0000000	AP00270634	12/31/00	2,083.00		RRA 00001012	12/31/00	0000000027	0000301579	2/ 9/01	0000020305 Lockridge,Grindal Nauen
421506	0000000	AP00223752	11/16/00	2,083.00		RRA 00000901	11/16/00	0000000027	0000270075	11/27/00	0000020305 Lockridge,Grindal Nauen
421506	0000000	AP00216309	10/17/00	2,083.00		RRA 00000861	10/17/00	0000000027	0000259940	10/27/00	0000020305 Lockridge,Grindal Nauen
421506		0000271905	12/31/00	2,083.00		To adjust a payment in June 2000 that was charged to the 1999 budget and should have the 2000 budget for Lockridge, grindal Nauen. Prepared by Vern W.					
Total Account	421506			8,332.00		Legislative Representative			Account 421506		Payments: 6,249.00 Journal Entries: 2,083.00 Undisbursed Expenses: 0.00
421511	0000000	AP00270075	12/31/00	1,202.63		RRA 00001003	12/31/00		00003351	2/ 5/01	0000100162 Public Works

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Report ID: RAP006

Ramsay County ASPEN

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

Run Date May 15, 2001

For Accounting Date 10/ 1/00 through 12/31/00

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Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization	Project/Grant	Program
2000	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descrptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421511	0000000	AP00270075	12/31/00	4,502.40		RRA 00001006	12/31/00		00003351	2/ 5/01	0000100162 Public Works
421511	0000000	AP00270075	12/31/00	2,822.16		RRA 00001002	12/31/00		00003351	2/ 5/01	0000100162 Public Works
421511	0000000	AP00270075	12/31/00	1,560.32		RRA 00001009	12/31/00		00003351	2/ 5/01	0000100162 Public Works
421511	0000000	AP00230249	12/12/00	1,154.52		RRA 00000948	12/12/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00230249	12/12/00	2,958.72		RRA 00000952	12/12/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00230249	12/12/00	3,655.98		RRA 00000949	12/12/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00230249	12/12/00	1,962.60		RRA 00000945	12/12/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00226292	11/20/00	2,244.22		RRA 00000911	11/20/00		00003090	12/ 8/00	0000100162 Public Works
421511	0000000	AP00226293	11/21/00	2,314.08		RRA 00000916	11/21/00		00003079	12/ 8/00	0000100162 Public Works
421511	0000000	AP00226292	11/20/00	3,021.84		RRA 00000906	11/20/00		00003079	12/ 8/00	0000100162 Public Works
421511	0000000	AP00226292	11/20/00	2,320.19		RRA 00000910	11/20/00		00003079	12/ 8/00	0000100162 Public Works
421511	0000000	AP00216307	10/10/00	1,909.47		RRA 00000846	10/10/00		00002905	10/27/00	0000100162 Public Works
421511	0000000	AP00216307	10/10/00	2,125.00		RRA 00000849	10/10/00		00002905	10/27/00	0000100162 Public Works
421511	0000000	AP00216307	10/10/00	2,308.06		RRA 00000850	10/10/00		00002905	10/27/00	0000100162 Public Works
421511	0000000	AP00216307	10/10/00	2,386.04		RRA 00000851	10/10/00		00002905	10/27/00	0000100162 Public Works

Total Account	421511			38,448.23		Co Project Management Svcs			Account 421511		Payments: 38,448.23
											Journal Entries: 0.00
											Undisbursed Expenses: 0.00

421519	0000000	AP00268017	12/31/00	196.08		RRA 00000981	12/31/00		0000297340	1/31/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00268017	12/31/00	319.92		RRA 00000979	12/31/00		0000297340	1/31/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00260908	12/14/00	459.24		RRA 00000956	12/14/00		0000286037	1/ 5/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00260910	12/21/00	459.24		RRA 00000964	12/21/00		0000285135	1/ 3/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00230247	12/ 7/00	438.60		RRA 00000935	12/ 7/00		0000281917	12/22/00	0000030760 Jeane Thorne Inc
421519	0000000	AP00227078	11/27/00	479.88		RRA 00000919	11/27/00		0000278963	12/15/00	0000030760 Jeane Thorne Inc
421519	0000000	AP00227080	11/30/00	299.28		RRA 00000932	11/30/00		0000278963	12/15/00	0000030760 Jeane Thorne Inc
421519	0000000	AP00226292	11/20/00	330.24		RRA 00000905	11/20/00		0000275919	12/ 8/00	0000030760 Jeane Thorne Inc
421519	0000000	AP00223171	11/ 6/00	490.20		RRA 00000887	11/ 6/00		0000269051	11/22/00	0000030760 Jeane Thorne Inc
421519	0000000	AP00223173	11/ 9/00	474.72		RRA 00000896	11/ 9/00		0000269051	11/22/00	0000030760 Jeane Thorne Inc
421519	0000000	AP00218163	10/30/00	490.20		RRA 00000877	10/30/00		0000264307	11/ 8/00	0000030760 Jeane Thorne Inc
421519	0000000	AP00217555	10/26/00	319.92		RRA 00000875	10/26/00		0000262425	11/ 3/00	0000030760 Jeane Thorne Inc
421519	0000000	AP00216308	10/16/00	387.00		RRA 00000859	10/16/00		0000259923	10/27/00	0000030760 Jeane Thorne Inc
421519	0000000	AP00212423	10/ 5/00	474.72		RRA 00000836	10/ 5/00		0000254845	10/13/00	0000030760 Jeane Thorne Inc



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date May 15, 2001
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Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization					Project/Grant		Program		
2000	12501	Ramsey Co Regional Rail Auth					150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
Total Account	421519			5,619.24		Clerical Services			Account 421519		Payments: 5,619.24 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421527	0000000	AP00279337	12/31/00	518.40		RRA 00001028	12/31/00		00003498	3/ 5/01	0000100150 Budgeting And Accounting
421527	0000000	AP00224143	11/ 2/00	748.80		RRA 00000883	11/ 2/00		00003032	12/ 4/00	0000100150 Budgeting And Accounting
421527	0000000	AP00224145	11/ 7/00	374.40		RRA 00000888	11/ 7/00		00003032	12/ 4/00	0000100150 Budgeting And Accounting
421527	0000000			460.80	Deleted Voucher	RRA 00000997	12/31/00				0000100150 Budgeting And Accounting
Total Account	421527			1,641.60		County Manager Services			Account 421527		Payments: 1,641.60 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421603	0000000	AP00273789	12/31/00	65.69		RRA 00001033	12/31/00		0000304115	2/16/01	0000001770 St Paul,City Of
421603	0000000	AP00268017	12/31/00	216.33		RRA 00000975	12/31/00		0000297134	1/31/01	0000001770 St Paul,City Of
421603	0000000	AP00260908	12/14/00	40.00		RRA 00000955	12/14/00		0000286139	1/ 5/01	0000001770 St Paul,City Of
421603	0000000	AP00227080	11/30/00	160.98		RRA 00000931	11/30/00		0000278840	12/15/00	0000001770 St Paul,City Of
421603	0000000	AP00217555	10/26/00	508.22		RRA 00000868	10/26/00		0000262111	11/ 3/00	0000001770 St Paul,City Of
Total Account	421603			991.22		Printing & Stationery			Account 421603		Payments: 991.22 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421701	0000000	AP00270075	12/31/00	46.42		RRA 00000996	12/31/00		00003353	2/ 5/01	0000100163 Comm Human Serv-Presort Mail
421701	0000000	AP00270075	12/31/00	70.29		RRA 00000995	12/31/00		00003353	2/ 5/01	0000100163 Comm Human Serv-Presort Mail
421701	0000000	AP00230243	11/16/00	391.30		RRA 00000903	11/16/00		00003158	12/21/00	0000100163 Comm Human Serv-Presort Mail
421701	0000000	AP00227081	12/ 7/00	44.05		RRA 00000938	12/ 7/00		00003122	12/14/00	0000100163 Comm Human Serv-Presort Mail
Total Account	421701			552.06		Postage			Account 421701		Payments: 552.06 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421706	0000000	AP00279337	12/31/00	6.92		RRA 00001021	12/31/00		00003505	3/ 5/01	0000100171 Telecommunications
421706	0000000	AP00270075	12/31/00	6.66		RRA 00001015	12/31/00		00003358	2/ 5/01	0000100171 Telecommunications
421706	0000000	AP00267211	12/31/00	6.39		RRA 00000976	12/31/00		00003323	1/25/01	0000100171 Telecommunications
421706	0000000	AP00267211	12/31/00	15.48		RRA 00000977	12/31/00		00003323	1/25/01	0000100171 Telecommunications
421706	0000000	AP00230244	11/28/00	10.26		RRA 00000926	11/28/00		00003165	12/21/00	0000100171 Telecommunications
421706	0000000	AP00230244	11/28/00	16.46		RRA 00000925	11/28/00		00003165	12/21/00	0000100171 Telecommunications

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Ramsey County ASPEN

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DETAILED DISBURSEMENTS ORGANIZATIONAL UNIT

Run Date: May 15, 2001

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Run Time: 3:17:22 PM

Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization	Project/Grant	Program
2000	12501	Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descrptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421706	0000000	AP00224142	10/31/00	16.26		RRA 00000880	10/31/00		00003040	12/ 4/00	0000100171 Telecommunications

Total Account	421706			78.43		Telephone Long Dist Charges			Account	421706	Payments: 78.43 Journal Entries: 0.00 Undisbursed Expenses: 0.00
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421707	0000000	AP00279337	12/31/00	183.55		RRA 00001030	12/31/00		00003505	3/ 5/01	0000100171 Telecommunications
421707	0000000	AP00267211	12/31/00	183.55		RRA 00000985	12/31/00		00003323	1/25/01	0000100171 Telecommunications
421707	0000000	AP00230248	12/11/00	183.55		RRA 00000940	12/11/00		00003165	12/21/00	0000100171 Telecommunications
421707	0000000	AP00224144	11/ 6/00	183.55		RRA 00000886	11/ 6/00		00003040	12/ 4/00	0000100171 Telecommunications
421707	0000000	AP00216307	10/10/00	183.55		RRA 00000844	10/10/00		00002913	10/27/00	0000100171 Telecommunications

Total Account	421707			917.75		Telephone-Local Service			Account	421707	Payments: 917.75 Journal Entries: 0.00 Undisbursed Expenses: 0.00
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421710	0000000	AP00273789	12/31/00	54.41		RRA 00001031	12/31/00		0000304402	2/16/01	0000122690 Verizon Wireless
421710	0000000	AP00268017	12/31/00	65.14		RRA 00000989	12/31/00		0000297611	1/31/01	0000122690 Verizon Wireless
421710	0000000	AP00230247	12/ 7/00	53.52		RRA 00000936	12/ 7/00		0000282036	12/22/00	0000122690 Verizon Wireless
421710	0000000	AP00218164	10/31/00	71.86		RRA 00000879	10/31/00		0000264573	11/ 8/00	0000122690 Verizon Wireless
421710	0000000	AP00212424	10/ 9/00	185.55		RRA 00000837	10/ 9/00		0000255038	10/13/00	0000122690 Verizon Wireless

Total Account	421710			430.48		Telephone-Cellular Service			Account	421710	Payments: 430.48 Journal Entries: 0.00 Undisbursed Expenses: 0.00
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422403	0000000	AP00260908	12/14/00	125.00		RRA 00000958	12/14/00		0000286145	1/ 5/01	0000100608 Standard Parking Inc
422403	0000000	AP00223751	11/14/00	125.00		RRA 00000899	11/14/00		0000270139	11/27/00	0000100608 Standard Parking Inc
422403	0000000	AP00217555	10/26/00	37.73		RRA 00000876	10/26/00		0000262413	11/ 3/00	0000020084 Imperial Parking Inc
422403	0000000	AP00216308	10/16/00	125.00		RRA 00000857	10/16/00		0000260061	10/27/00	0000100608 Standard Parking Inc
422403		0000258880	12/28/00	270.00							

Parking at the RCGC-West: July - December 2000

Total Account	422403			682.73		Parking Space			Account	422403	Payments: 412.73 Journal Entries: 270.00 Undisbursed Expenses: 0.00
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422601	0000000	AP00273789	12/31/00	52.96		RRA 00001029	12/31/00	0000000100	0000304266	2/16/01	0000023226 Ikon Office Solutions
422601	0000000	AP00212422	10/ 3/00	502.09		RRA 00000835	10/ 3/00	0000000074	0000254833	10/13/00	0000023226 Ikon Office Solutions

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date May 15,2001

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Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization					Project/Grant			Program	
2000	12501	Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA					00000 All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
Total Account	422601			555.05		Equipment & Machinery Repairs			Account 422601		Payments: 555.05 Journal Entries: 0.00 Undisbursed Expenses: 0.00
423111	0000000	AP00223173	11/ 9/00	199.00		RRA 00000895	11/ 9/00		0000269159	11/22/00	0000018466 Science Museum Of Minnesota
Total Account	423111			199.00		Employee Development			Account 423111		Payments: 199.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424303	0000000	AP00260910	12/21/00	330.50		RRA 00000965	12/21/00		0000286159	1/ 5/01	0000075700 Travel Assoc Of Carriage Hill
424303	0000000	AP00259080	11/20/00	750.00		RRA 00000907	11/20/00		0000282467	12/27/00	0000030747 Despiegelaere,Kathryn
424303	0000000	AP00216308	10/16/00	466.13		RRA 00000856	10/16/00		0000259705	10/27/00	0000030724 Haigh,Susan
424303	0000000	AP00213308	10/ 9/00	617.39		RRA 00000842	10/ 9/00		0000256787	10/20/00	0000118050 Vap,Alicia
424303	0000000	AP00213308	10/ 9/00	1,523.00		RRA 00000840	10/ 9/00		0000256778	10/20/00	0000123524 Morris,Steve
424303	0000000	AP00213309	10/10/00	100.00		RRA 00000843	10/10/00		0000256775	10/20/00	0000111524 Minnesota Public Transit Association
424303	0000000	AP00213309	10/10/00	135.00		RRA 00000845	10/10/00		0000256786	10/20/00	0000113181 Transportation Research Board
424303	0000000	AP00213310	10/12/00	363.25		RRA 00000853	10/12/00		0000256767	10/20/00	0000030747 Despiegelaere,Kathryn
Total Account	424303			4,285.27		Conference & Seminar			Account 424303		Payments: 4,285.27 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424306	0000000	AP00268017	12/31/00	128.22		RRA 00000983	12/31/00		0000297258	1/31/01	0000031036 Campion Catering
424306	0000000	AP00260911	12/28/00	18.84		RRA 00000973	12/28/00		0000285837	1/ 5/01	0000030747 Despiegelaere,Kathryn
424306	0000000	AP00230247	12/ 7/00	10.49		RRA 00000937	12/ 7/00		0000281726	12/22/00	0000118050 Vap,Alicia
424306	0000000	AP00223752	11/16/00	23.85		RRA 00000902	11/16/00		0000269855	11/27/00	0000030747 Despiegelaere,Kathryn
Total Account	424306			181.40		Ced Meeting Expenses Account			Account 424306		Payments: 181.40 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424501	0000000	AP00268017	12/31/00	96.48		RRA 00000991	12/31/00		0000297120	1/31/01	0000030747 Despiegelaere,Kathryn
424501	0000000	AP00260910	12/21/00	83.20		RRA 00000963	12/21/00		0000291335	1/18/01	0000030747 Despiegelaere,Kathryn
424501	0000000	AP00260906	12/11/00	45.83		RRA 00000943	12/11/00		0000285867	1/ 5/01	0000118050 Vap,Alicia
424501	0000000	AP00260911	12/28/00	69.23		RRA 00000971	12/28/00		0000285867	1/ 5/01	0000118050 Vap,Alicia
424501	0000000	AP00260910	12/21/00	83.20	Voided:	RRA 00000963	12/21/00		0000285044	1/ 3/01	0000030747 Despiegelaere,Kathryn
424501	0000000	AP00223171	11/ 6/00	144.05	ACCRUAL	RRA 00000884	11/ 6/00		0000268808	11/22/00	0000118050 Vap,Alicia



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Ramsey County ASPEN

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

Run Date May 15, 2001

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Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization				Project/Grant				Program		
2000	12501	Ramsey Co Regional Rail Auth				150101 Ramsey Co Reg Rail Auth-RCRRA				00000 All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn		Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
424501	0000000	AP00223173	11/ 9/00	69.23		RRA	00000894	11/ 9/00		0000268765	11/22/00	0000030747 Despiegelaere,Kathryn
424501	0000000	AP00212421	10/ 2/00	87.55		RRA	00000833	10/ 2/00		0000254679	10/13/00	0000030747 Despiegelaere,Kathryn
Total Account	424501			595.57		Mileage/Parking				Account	424501	Payments: 595.57 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424507	0000000	AP00268017	12/31/00	10.30		RRA	00000978	12/31/00	0000000095	0000297426	1/31/01	0000007157 Roadrunner Transportation Inc
424507	0000000	AP00260906	12/11/00	14.99		RRA	00000941	12/11/00	0000000090	0000286113	1/ 5/01	0000007157 Roadrunner Transportation Inc
424507	0000000	AP00260911	12/28/00	6.30		RRA	00000969	12/28/00	0000000094	0000286113	1/ 5/01	0000007157 Roadrunner Transportation Inc
424507	0000000	AP00218163	10/30/00	7.39		RRA	00000878	10/30/00	0000000078	0000264421	11/ 8/00	0000007157 Roadrunner Transportation Inc
Total Account	424507			38.98		Messenger Service				Account	424507	Payments: 38.98 Journal Entries: 0.00 Undisbursed Expenses: 0.00
431101	0000000	AP00273789	12/31/00	58.80		RRA	00001033	12/31/00		0000304115	2/16/01	0000001770 St Paul,City Of
431101	0000000	AP00268017	12/31/00	43.45		RRA	00000987	12/31/00	0000000098	0000297476	1/31/01	0000011836 Us Office Products
431101	0000000	AP00268017	12/31/00	153.58		RRA	00000980	12/31/00	0000000096	0000297476	1/31/01	0000011836 Us Office Products
431101	0000000	AP00268017	12/31/00	53.20		RRA	00000999	12/31/00		0000297134	1/31/01	0000001770 St Paul,City Of
431101	0000000	AP00260906	12/11/00	10.62		RRA	00000939	12/11/00		0000285867	1/ 5/01	0000118050 Vap,Alicia
431101	0000000	AP00260908	12/14/00	25.00		RRA	00000955	12/14/00		0000286139	1/ 5/01	0000001770 St Paul,City Of
431101	0000000	AP00260911	12/28/00	5.77		RRA	00000968	12/28/00	0000000093	0000286166	1/ 5/01	0000011836 Us Office Products
431101	0000000	AP00260909	12/18/00	2.19		RRA	00000962	12/18/00	0000000092	0000285205	1/ 3/01	0000011836 Us Office Products
431101	0000000	AP00227079	11/28/00	3.29		RRA	00000927	11/28/00	0000000086	0000278951	12/15/00	0000023226 Ikon Office Solutions
431101	0000000	AP00227079	11/28/00	148.04		RRA	00000927	11/28/00	0000000086	0000278951	12/15/00	0000023226 Ikon Office Solutions
431101	0000000	AP00227079	11/28/00	17.25		RRA	00000920	11/28/00	0000000084	0000279072	12/15/00	0000011836 Us Office Products
431101	0000000	AP00223172	11/ 7/00	14.10		RRA	00000889	11/ 7/00	0000000080	0000269209	11/22/00	0000011836 Us Office Products
431101	0000000	AP00217555	10/26/00	114.80		RRA	00000869	10/26/00		0000262111	11/ 3/00	0000001770 St Paul,City Of
431101	0000000	AP00216309	10/17/00	32.00		RRA	00000862	10/17/00	0000000075	0000260088	10/27/00	0000011836 Us Office Products
Total Account	431101			682.09		Office Supplies				Account	431101	Payments: 682.09 Journal Entries: 0.00 Undisbursed Expenses: 0.00
431102	0000000	AP00268017	12/31/00	52.72		RRA	00000980	12/31/00	0000000096	0000297476	1/31/01	0000011836 Us Office Products

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date May 15,2001

Run Time 3:17:22 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization					Project/Grant			Program		
2000	12501	Ramsey Co Regional Rail Auth					150101 Ramsey Co Reg Rail Auth-RCRRA			00000 All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name	
Total Account	431102			52.72		Computer Operating Supplies				Account 431102	Payments:	52.72
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
441204	0000000	AP00260906	12/11/00	10.00		RRA 00000942	12/11/00	0000000089	0000286013	1/ 5/01	0000025972 Epa Audio Visual Inc	
441204	0000000	AP00260906	12/11/00	805.10		RRA 00000942	12/11/00	0000000089	0000286013	1/ 5/01	0000025972 Epa Audio Visual Inc	
441204	0000000	AP00223172	11/ 7/00	8,207.96		RRA 00000890	11/ 7/00	0000000081	0000269040	11/22/00	0000023226 Ikon Office Solutions	
441204		0000280440	12/31/00	-8,207.96		To remove copier paid for out of regional rails general fund and into regional rails general fixed asset group						
441204		0000280725	12/31/00	8,207.96		To reverse entry 280440 To remove copier paid for out of regional rails general fund and into regional rails general fixed asset group						
Total Account	441204			9,023.06		Office Furniture And Equipment				Account 441204	Payments:	9,023.06
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
441211	0000000	AP00224091	11/15/00	198.00		ISCEO 00000705	11/15/00	0000000079	0000272522	12/ 1/00	0000023246 Dell Marketing L. P.	
441211	0000000	AP00224091	11/15/00	12.87		ISCEO 00000705	11/15/00	0000000079	0000272522	12/ 1/00	MN Use Tax	
441211	0000000	AP00224091	11/15/00	1,028.00		ISCEO 00000705	11/15/00	0000000079	0000272522	12/ 1/00	0000023246 Dell Marketing L. P.	
441211	0000000	AP00224091	11/15/00	66.82		ISCEO 00000705	11/15/00	0000000079	0000272522	12/ 1/00	MN Use Tax	
Total Account	441211			1,305.69		Data Processing Equipment				Account 441211	Payments:	1,305.69
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
441215	0000000	AP00217030	10/23/00	40.97		ISCEO 00000657	10/23/00	0000000597	0000261170	11/ 1/00	0000000230 Ge Capital Info Tech Solutions	
Total Account	441215			40.97		PC Software				Account 441215	Payments:	40.97
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
442104	0000000	AP00273789	12/31/00	863.08		RRA 00001022	12/31/00	0000000085	0000304240	2/16/01	0000020493 Final Touch Interiors	
Total Account	442104			863.08		Window Treatments				Account 442104	Payments:	863.08
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
Total Program	00000			89,337.36		All Programs				Program 00000	Payments:	87,479.36
											Journal Entries:	1,858.00
											Undisbursed Expenses:	0.00

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Report ID: RAP006

Ramsey County ASPEN

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/00 through 12/31/00

Page No. 12

Run Date May 15, 2001

Run Time 3:17:22 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Total Project/Grant		89,337.36		Project	Payments:	87,479.36
					Journal Entries:	1,858.00
					Undisbursed Expenses:	0.00
Total Organization	150101	89,337.36	Ramsey Co Reg Rail Auth-RCRRA	Organization 150101	Payments:	87,479.36
					Journal Entries:	1,858.00
					Undisbursed Expenses:	0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date May 13, 2001
Run Time 3:17:22 PMReport Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund		Organization				Project/Grant		Program				
2000	12501	Ramsey Co Regional Rail Auth		150106 RCRRA Northeast Corridor Maint						00000 All Programs			
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn		Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name	
421511	0000000	AP00270075	12/31/00	650.64		RRA	00001001	12/31/00		00003351	2/ 5/01	0000100162 Public Works	
421511	0000000	AP00230244	11/28/00	216.88		RRA	00000921	11/28/00		00003156	12/21/00	0000100162 Public Works	
Total Account	421511			867.52		Co Project Management Svcs				Account	421511		Payments: 867.52 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			867.52		All Programs				Program	00000		Payments: 867.52 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				867.52						Project			Payments: 867.52 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization	150106			867.52		RCRRA Northeast Corridor Maint				Organization	150106		Payments: 867.52 Journal Entries: 0.00 Undisbursed Expenses: 0.00



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date: May 19, 2001
Run Time: 3:17:22 PMReport Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund				Organization				Project/Grant			Program	
2000	12501	Ramsey Co Regional Rail Auth			150111 Red Rock Corridor							00000 All Programs	
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn		Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name	
421501	0000000	AP00223173	11/ 9/00	2,000.00		RRA	00000897	11/ 9/00		0000268810	11/22/00	0000104712 Washington County	
Total Account	421501			2,000.00		Consulting Services				Account	421501		Payments: 2,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
425102	0000000	AP00223171	11/ 6/00	20,000.00		RRA	00000885	11/ 6/00		0000268810	11/22/00	0000104712 Washington County	
Total Account	425102			20,000.00		Subsidies to Other Entities				Account	425102		Payments: 20,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			22,000.00		All Programs				Program	00000		Payments: 22,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				22,000.00						Project			Payments: 22,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization	150111			22,000.00		Red Rock Corridor				Organization	150111		Payments: 22,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date May 13, 2001

Run Time 3:17:22 PM

Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization	Project/Grant	Program	
2000	12501	Ramsey Co Regional Rail Auth	150180 RCRRA-Proj/Grant	G205002	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421501	0000000	AP00270634	12/31/00	6,845.71		RRA 00001017	12/31/00	0000000047	0000301544	2/ 9/01	0000122598 Himle Horner Incorporated
421501	0000000	AP00270634	12/31/00	71,082.40		RRA 00001014	12/31/00	0000000032	0000301468	2/ 9/01	0000002207 Brw Inc
421501	0000000	AP00260907	12/12/00	17,893.97		RRA 00000944	12/12/00	0000000047	0000286030	1/ 5/01	0000122598 Himle Horner Incorporated
421501	0000000	AP00230245	12/ 4/00	63,438.83		RRA 00000933	12/ 4/00	0000000032	0000281838	12/22/00	0000002207 Brw Inc
421501	0000000	AP00230246	12/ 5/00	76,519.05		RRA 00000934	12/ 5/00	0000000032	0000281838	12/22/00	0000002207 Brw Inc
421501	0000000	AP00230249	12/12/00	50.00		RRA 00000954	12/12/00		00003156	12/21/00	0000100162 Public Works
421501	0000000	AP00227079	11/28/00	32,795.83		RRA 00000928	11/28/00	0000000047	0000278946	12/15/00	0000122598 Himle Horner Incorporated
421501	0000000	AP00226293	11/21/00	222,810.49		RRA 00000914	11/21/00	0000000032	0000275814	12/ 8/00	0000002207 Brw Inc
421501	0000000	AP00216308	10/16/00	21,637.34		RRA 00000860	10/16/00	0000000047	0000259900	10/27/00	0000122598 Himle Horner Incorporated
421501	0000000	AP00216309	10/17/00	860.00		RRA 00000864	10/17/00		00002905	10/27/00	0000100162 Public Works
421501		0000287414	12/31/00	7,179.21		To record retainage payable as a liability in 12/31/00					
421501		0000287414	12/31/00	22,834.26		To record retainage payable as a liability in 12/31/00					

Total Account	421501		543,947.09		Consulting Services		Account	421501		Payments:	513,933.62
										Journal Entries:	30,013.47
										Undisbursed Expenses:	0.00

421511	0000000	AP00270075	12/31/00	195.04		RRA 00001008	12/31/00		00003351	2/ 5/01	0000100162 Public Works
421511	0000000	AP00270075	12/31/00	771.84		RRA 00001005	12/31/00		00003351	2/ 5/01	0000100162 Public Works
421511	0000000	AP00268017	12/31/00	4,070.11		RRA 00001000	12/31/00		0000297371	1/31/01	0000023268 Metro Transit
421511	0000000	AP00260908	12/14/00	4,548.94		RRA 00000957	12/14/00		0000286070	1/ 5/01	0000023268 Metro Transit
421511	0000000	AP00230249	12/12/00	96.21		RRA 00000950	12/12/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00230249	12/12/00	2,412.01		RRA 00000953	12/12/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00230249	12/12/00	195.04		RRA 00000947	12/12/00		00003156	12/21/00	0000100162 Public Works
421511	0000000	AP00226292	11/20/00	173.75		RRA 00000912	11/20/00		00003079	12/ 8/00	0000100162 Public Works
421511	0000000	AP00226292	11/20/00	2,014.56		RRA 00000909	11/20/00		00003079	12/ 8/00	0000100162 Public Works
421511	0000000	AP00226293	11/21/00	192.40		RRA 00000917	11/21/00		00003079	12/ 8/00	0000100162 Public Works
421511	0000000	AP00223173	11/ 9/00	4,659.47		RRA 00000893	11/ 9/00		0000269088	11/22/00	0000023268 Metro Transit
421511	0000000	AP00216307	10/10/00	140.36		RRA 00000852	10/10/00		00002905	10/27/00	0000100162 Public Works
421511	0000000	AP00216307	10/10/00	2,062.50		RRA 00000848	10/10/00		00002905	10/27/00	0000100162 Public Works
421511	0000000	AP00216308	10/16/00	3,339.00		RRA 00000858	10/16/00		0000259954	10/27/00	0000023268 Metro Transit
421511	0000000	AP00216309	10/17/00	100.48		RRA 00000863	10/17/00		00002905	10/27/00	0000100162 Public Works
421511	0000000	AP00216308	10/16/00	94.88		RRA 00000855	10/16/00		00002905	10/27/00	0000100162 Public Works
421511	0000000	AP00212424	10/ 9/00	15,979.50		RRA 00000841	10/ 9/00		0000254858	10/13/00	0000023268 Metro Transit

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date: 10/10/2001
Run Time: 3:17:22 PMReport Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization				Project/Grant			Program			
2000	12501	Ramsey Co Regional Rail Auth				150180 RCRRRA-Proj/Grant			G205002			00000 All Programs
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name	
Total Account	421511			41,046.09		Co Project Management Svcs			Account	421511	Payments: 41,046.09 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421527	0000000	AP00279337	12/31/00	1,440.00		RRA 00001028	12/31/00		00003498	3/ 5/01	0000100150 Budgeting And Accounting	
421527	0000000	AP00230250	12/14/00	432.00		RRA 00000959	12/14/00		00003152	12/21/00	0000100150 Budgeting And Accounting	
421527	0000000	AP00224143	11/ 2/00	4,176.00		RRA 00000883	11/ 2/00		00003032	12/ 4/00	0000100150 Budgeting And Accounting	
421527	0000000	AP00224145	11/ 7/00	1,584.00		RRA 00000888	11/ 7/00		00003032	12/ 4/00	0000100150 Budgeting And Accounting	
421527	0000000			1,843.20	Deleted Voucher	RRA 00000997	12/31/00				0000100150 Budgeting And Accounting	
421527	0000000			6,192.00	Deleted Voucher	RRA 00000865	10/23/00				0000100150 Budgeting And Accounting	
Total Account	421527			7,632.00		County Manager Services			Account	421527	Payments: 7,632.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421603	0000000	AP00268017	12/31/00	15.65		RRA 00000975	12/31/00		0000297134	1/31/01	0000001770 St Paul,City Of	
421603	0000000	AP00217555	10/26/00	61.72		RRA 00000869	10/26/00		0000262111	11/ 3/00	0000001770 St Paul,City Of	
Total Account	421603			77.37		Printing & Stationery			Account	421603	Payments: 77.37 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421701	0000000	AP00270075	12/31/00	46.42		RRA 00000996	12/31/00		00003353	2/ 5/01	0000100163 Comm Human Serv-Presort Mail	
421701	0000000	AP00270075	12/31/00	70.29		RRA 00000995	12/31/00		00003353	2/ 5/01	0000100163 Comm Human Serv-Presort Mail	
421701	0000000	AP00230243	11/16/00	391.31		RRA 00000903	11/16/00		00003158	12/21/00	0000100163 Comm Human Serv-Presort Mail	
421701	0000000	AP00227081	12/ 7/00	44.06		RRA 00000938	12/ 7/00		00003122	12/14/00	0000100163 Comm Human Serv-Presort Mail	
Total Account	421701			552.08		Postage			Account	421701	Payments: 552.08 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
422403	0000000	AP00260909	12/18/00	160.00		RRA 00000961	12/18/00		0000285077	1/ 3/01	0000025046 Allied Parking Inc	
422403	0000000	AP00227079	11/28/00	160.00		RRA 00000924	11/28/00		0000278875	12/15/00	0000025046 Allied Parking Inc	
422403	0000000	AP00217553	10/23/00	160.00		RRA 00000866	10/23/00		0000262287	11/ 3/00	0000025046 Allied Parking Inc	
Total Account	422403			480.00		Parking Space			Account	422403	Payments: 480.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Date May 15, 2001

Run Time 3:17:22 PM

Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization	Project/Grant	Program
2000	12501 Ramsey Co Regional Rail Auth	150180 RCRRA-Proj/Grant	G205002	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descrptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
424306	0000000	AP00268017	12/31/00	60.48		RRA 00000983	12/31/00		0000297258	1/31/01	0000031036 Campion Catering
424306	0000000	AP00260910	12/21/00	60.48		RRA 00000966	12/21/00		0000285104	1/ 3/01	0000031036 Campion Catering
424306	0000000	AP00218165	11/ 2/00	19.21		RRA 00000882	11/ 2/00		0000264024	11/ 8/00	0000123524 Morris,Steve
Total Account	424306			140.17		Ced Meeting Expenses Account			Account 424306		Payments: 140.17 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424501	0000000	AP00226292	11/20/00	35.48		RRA 00000904	11/20/00		0000275599	12/ 8/00	0000123524 Morris,Steve
424501	0000000	AP00212424	10/ 9/00	14.33		RRA 00000839	10/ 9/00		0000254691	10/13/00	0000123524 Morris,Steve
424501	0000000	AP00212424	10/ 9/00	23.08		RRA 00000838	10/ 9/00		0000254691	10/13/00	0000123524 Morris,Steve
Total Account	424501			72.89		Mileage/Parking			Account 424501		Payments: 72.89 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424507	0000000	AP00260909	12/18/00	19.05		RRA 00000960	12/18/00	0000000091	0000285177	1/ 3/01	0000007157 Roadrunner Transportation Inc
424507	0000000	AP00223750	11/13/00	14.58		RRA 00000898	11/13/00	0000000083	0000270114	11/27/00	0000007157 Roadrunner Transportation Inc
Total Account	424507			33.63		Messenger Service			Account 424507		Payments: 33.63 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			593,981.32		All Programs			Program 00000		Payments: 563,967.85 Journal Entries: 30,013.47 Undisbursed Expenses: 0.00
Total Project/Grant	G205002			593,981.32		G205002			Project G205002		Payments: 563,967.85 Journal Entries: 30,013.47 Undisbursed Expenses: 0.00
Total Organization	150180			593,981.32		RCRRA-Proj/Grant			Organization 150180		Payments: 563,967.85 Journal Entries: 30,013.47 Undisbursed Expenses: 0.00
Total Fund	12501			706,186.20		Ramsey Co Regional Rail Auth			Fund 12501		Payments: 674,314.73 Journal Entries: 31,871.47 Undisbursed Expenses: 0.00
Total Budget Year	2000			706,186.20					Budget Year 2000		Payments: 674,314.73 Journal Entries: 31,871.47 Undisbursed Expenses: 0.00



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/ 1/00 through 12/31/00

Run Time 8:17:22 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Grand Total, full report

935,916.40

Grand Totals

Payments:	848,857.40
Journal Entries:	87,059.00
Undisbursed Expenses:	0.00

End of Report



Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth
Budget Year: 1998

% of Year Elapsed = 0.55

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	58,153.41	0.00	0.00	57,656.90	99.15	496.51
150101	All Programs 00000	Supplies 430000	64.80	0.00	0.00	64.80	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	798.75	0.00	0.00	798.75	100.00	0.00
150101	All Programs 00000	Intergovernmental Payments 490000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			59,016.96	0.00	0.00	58,520.45	99.16	496.51
150103	All Programs 00000	Other Services & Charges 420000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150103 RCRRA Phase II PE Midway Corr			0.00	0.00	0.00	0.00	0.00	0.00
150106	All Programs 00000	Other Services & Charges 420000	2,495.40	0.00	0.00	2,495.40	100.00	0.00
150106	All Programs 00000	Supplies 430000	150.00	0.00	0.00	150.00	100.00	0.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			2,645.40	0.00	0.00	2,645.40	100.00	0.00
150107	All Programs 00000	Other Services & Charges 420000	81.90	0.00	0.00	81.90	100.00	0.00



Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth

Budget Year: 1998

% of Year Elapsed = 0.55

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150107 RCRRA NE Corr Beam To N Co Ln			81.90	0.00	0.00	81.90	100.00	0.00
150109	All Programs 00000	Other Services & Charges 420000	32,500.00	0.00	0.00	32,500.00	100.00	0.00
Total for Organization: 150109 Phalen Berm Agreement			32,500.00	0.00	0.00	32,500.00	100.00	0.00
150110	All Programs 00000	Other Services & Charges 420000	1,432,317.92	0.00	82,930.75	1,276,021.85	89.09	73,365.32
Total for Organization: 150110 Riverview MIS			1,432,317.92	0.00	82,930.75	1,276,021.85	89.09	73,365.32
150180	All Programs 00000	Other Services & Charges 420000	47,136.33	0.00	0.00	0.00	0.00	47,136.33
150180	All Programs 00000	Supplies 430000	13,253.75	0.00	0.00	0.00	0.00	13,253.75
150180	All Programs 00000	Capital Outlay 440000	2,000,000.00	0.00	0.00	0.00	0.00	2,000,000.00
Total for Organization: 150180 RCRRA-Proj/Grant			2,060,390.08	0.00	0.00	0.00	0.00	2,060,390.08
Total for Fund: 12501			3,586,952.26	0.00	82,930.75	1,369,769.60	38.19	2,134,251.91



Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth
Budget Year: 1999

% of Year Elapsed = 0.55

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	343,076.14	0.00	0.00	318,599.64	92.87	24,476.50
150101	All Programs 00000	Supplies 430000	1,865.51	0.00	0.00	1,865.51	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	17,397.20	0.00	0.00	17,366.15	99.82	31.05
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			362,338.85	0.00	0.00	337,831.30	93.24	24,507.55
150106	All Programs 00000	Other Services & Charges 420000	13,019.89	0.00	0.00	12,019.89	92.32	1,000.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			13,019.89	0.00	0.00	12,019.89	92.32	1,000.00
Total for Fund: 12501			375,358.74	0.00	0.00	349,851.19	93.20	25,507.55



Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth

Budget Year: 2000

% of Year Elapsed = 0.55

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
50101	All Programs 00000	Other Services & Charges 420000	443,333.29	0.00	6,254.38	261,211.49	58.92	175,867.42
50101	All Programs 00000	Supplies 430000	3,757.58	0.00	0.14	1,606.92	42.76	2,150.52
50101	All Programs 00000	Capital Outlay 440000	14,380.13	0.00	863.08	13,315.62	92.60	201.43
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			<u>461,471.00</u>	<u>0.00</u>	<u>7,117.60</u>	<u>276,134.03</u>	59.84	<u>178,219.37</u>
150106	All Programs 00000	Other Services & Charges 420000	45,000.00	0.00	0.00	5,852.84	13.01	39,147.16
Total for Organization: 150106 RCRRA Northeast Corridor Maint			<u>45,000.00</u>	<u>0.00</u>	<u>0.00</u>	<u>5,852.84</u>	13.01	<u>39,147.16</u>
150111	All Programs 00000	Other Services & Charges 420000	22,000.00	0.00	0.00	22,000.00	100.00	0.00
Total for Organization: 150111 Red Rock Corridor			<u>22,000.00</u>	<u>0.00</u>	<u>0.00</u>	<u>22,000.00</u>	100.00	<u>0.00</u>
150180	All Programs 00000	Other Services & Charges 420000	11,250,000.00	0.00	2,658,296.65	659,033.74	5.86	7,932,669.61
Total for Organization: 150180 RCRRA-Proj/Grant			<u>11,250,000.00</u>	<u>0.00</u>	<u>2,658,296.65</u>	<u>659,033.74</u>	5.86	<u>7,932,669.61</u>
Total for Fund: 12501			<u><u>11,778,471.00</u></u>	<u><u>0.00</u></u>	<u><u>2,665,414.25</u></u>	<u><u>963,020.61</u></u>	8.18	<u><u>8,150,036.14</u></u>



Office of Budgeting and Accounting

Julie Kleinschmidt, Director

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

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

MEMORANDUM

TO: Paul Kirkwold, County Manager

FROM: Julie Kleinschmidt, Director-Budgeting & Accounting *JK*

DATE: May 15, 2001

SUBJECT: Ramsey County Regional Railroad Authority
Report of Payments: January through March, 2001

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 as follows:

<u>150110 - Proj/Grant Riverview Corridor MIS:</u>	
Budget Year 1998	\$ 2,403.50
<u>150101 - Regional Railroad Authority Administration:</u>	
Budget Year 2000	\$ 5,246.00
Budget Year 2001	64,089.42
Total RRA Admin	<u>\$ 69,335.42</u>
<u>150106 - Northeast Corridor Maint. Kellogg to Beam:</u>	
Budget Year 2001	\$ 162.66
<u>150111 - Red Rock Corridor:</u>	
Budget Year 2001	\$ 70,000.00
<u>150180 - Proj/Grant Central Corridor Transit:</u>	
Budget Year 2000	<u>\$ 444,856.02</u>
Total Payments January through March 2001	<u><u>\$ 586,757.60</u></u>

Attached are the following reports:

A. Detail Disbursements for the period January through March 2001.

B. Appropriation Budget Status as of March 31, 2001.

JK:vw

Attachments

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



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Time 18:12 PM

Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization				Project/Grant				Program	
1998	12501	Ramsey Co Regional Rail Auth				150110 Riverview MIS				00000 All Programs	
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
21501	0000000	AP00286869	3/27/01	57,270.38		RRA 00001104	3/27/01	0000000006	0000322653	4/ 4/01	0000100427 Parsons Brinckerhoff Quade &
21501		R000287414	1/ 1/01	-57,270.53		To record retainage payable as a liability in 12/31/00					
Total Account	421501			-0.15		Consulting Services				Account 421501	Payments: 57,270.38 Journal Entries: -57,270.53 Undisbursed Expenses: 0.00
21511	0000000	AP00286180	3/22/01	1,112.82		RRA 00001102	3/22/01		0000321087	3/30/01	0000023268 Metro Transit
21511	0000000	AP00284371	3/13/01	883.74		RRA 00001074	3/13/01		00003616	3/23/01	0000100162 Public Works
21511	0000000	AP00279339	2/13/01	195.04		RRA 00001039	2/13/01		00003500	3/ 5/01	0000100162 Public Works
Total Account	421511			2,191.60		Co Project Management Svcs				Account 421511	Payments: 2,191.60 Journal Entries: 0.00 Undisbursed Expenses: 0.00
24306	0000000	AP00286178	3/19/01	200.00		RRA 00001092	3/19/01		0000320976	3/30/01	0000029181 Friendly Languages
Total Account	424306			200.00		Ced Meeting Expenses Account				Account 424306	Payments: 200.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
24507	0000000	AP00268018	1/ 8/01	12.05		RRA 00000982	1/ 8/01	0000000097	0000297426	1/31/01	0000007157 Roadrunner Transportation Inc
Total Account	424507			12.05		Messenger Service				Account 424507	Payments: 12.05 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			2,403.50		All Programs				Program 00000	Payments: 59,674.03 Journal Entries: -57,270.53 Undisbursed Expenses: 0.00
Total Project/Grant				2,403.50						Project	Payments: 59,674.03 Journal Entries: -57,270.53 Undisbursed Expenses: 0.00
Total Organization	150110			2,403.50		Riverview MIS				Organization 150110	Payments: 59,674.03 Journal Entries: -57,270.53 Undisbursed Expenses: 0.00
Total Fund	12501			2,403.50		Ramsey Co Regional Rail Auth				Fund 12501	Payments: 59,674.03 Journal Entries: -57,270.53 Undisbursed Expenses: 0.00



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date May 15, 2001
Run Time 3:18:12 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Total Budget Year 1998 2,403.50

Budget Year 1998

Payments: 59,674.03
Journal Entries: -57,270.53
Undisbursed Expenses: 0.00



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date 3/15/2001
Run Time 18:12 PMReport Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund				Organization				Project/Grant			Program	
2000	12501	Ramsey Co Regional Rail Auth			150101 Ramsey Co Reg Rail Auth-RCRRA							00000	All Programs
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn		Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name	
421506	0000000	AP00284865	3/ 1/01	2,083.00		RRA	00001061	3/ 1/01	0000000027	0000320109	3/28/01	0000020305 Lockridge,Grindal Nauen	
Total Account	421506			2,083.00		Legislative Representative				Account 421506		Payments: 2,083.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
424303	0000000	AP00268022	1/23/01	395.00		RRA	00001019	1/23/01		0000297119	1/31/01	0000030749 American Public Transit Assoc	
Total Account	424303			395.00		Conference & Seminar				Account 424303		Payments: 395.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
442201	0000000	AP00284865	3/ 1/01	2,768.00		RRA	00001063	3/ 1/01	0000000101	0000320079	3/28/01	0000100421 Hiller Carpets, Vinyl & Wood	
442201	0000000			2,768.00	Deleted Voucher	RRA	00001060	3/ 1/01				0000100421 Hiller Carpets, Vinyl & Wood	
Total Account	442201			2,768.00		Remodeling				Account 442201		Payments: 2,768.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Program	00000			5,246.00		All Programs				Program 00000		Payments: 5,246.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Project/Grant				5,246.00						Project		Payments: 5,246.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Organization	150101			5,246.00		Ramsey Co Reg Rail Auth-RCRRA				Organization 150101		Payments: 5,246.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date May 10, 2001
Run Time 3:18:12 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization	Project/Grant	Program
2000	12501 Ramsey Co Regional Rail Auth	150180 RCRRA-Proj/Grant	G205002	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421501	0000000	AP00286179	3/20/01	223,547.17		RRA 00001097	3/20/01	0000000032	0000320905	3/30/01	0000002207 Brw Inc
421501	0000000	AP00284865	3/ 1/01	219,547.85		RRA 00001057	3/ 1/01	0000000032	0000320021	3/28/01	0000002207 Brw Inc
421501	0000000	AP00284867	3/12/01	2,675.84		RRA 00001073	3/12/01	0000000047	0000320080	3/28/01	0000122598 Himle Horner Incorporated
421501	0000000	AP00276077	2/15/01	6,012.13		RRA 00001047	2/15/01	0000000047	0000308149	2/28/01	0000122598 Himle Horner Incorporated
421501		R000287414	1/ 1/01	-22,834.26		To record retainage payable as a liability in 12/31/00					
421501		R000287414	1/ 1/01	-7,179.21		To record retainage payable as a liability in 12/31/00					

Total Account	421501		421,769.52		Consulting Services	Account	421501	Payments:	451,782.99
								Journal Entries:	-30,013.47
								Undisbursed Expenses:	0.00

421511	0000000	AP00286180	3/22/01	10,015.40		RRA 00001102	3/22/01		0000321087	3/30/01	0000023268 Metro Transit
421511	0000000	AP00284371	3/13/01	84.12		RRA 00001075	3/13/01		00003616	3/23/01	0000100162 Public Works
421511	0000000	AP00284371	3/13/01	390.08		RRA 00001083	3/13/01		00003616	3/23/01	0000100162 Public Works
421511	0000000	AP00284371	3/13/01	199.56		RRA 00001078	3/13/01		00003616	3/23/01	0000100162 Public Works
421511	0000000	AP00284371	3/13/01	900.48		RRA 00001081	3/13/01		00003616	3/23/01	0000100162 Public Works
421511	0000000	AP00279339	2/13/01	195.04		RRA 00001040	2/13/01		00003500	3/ 5/01	0000100162 Public Works
421511	0000000	AP00279339	2/13/01	385.92		RRA 00001042	2/13/01		00003500	3/ 5/01	0000100162 Public Works
421511	0000000	AP00279339	2/13/01	368.81		RRA 00001045	2/13/01		00003500	3/ 5/01	0000100162 Public Works
421511	0000000	AP00276077	2/15/01	8,619.06		RRA 00001050	2/15/01		0000308239	2/28/01	0000023268 Metro Transit

Total Account	421511		21,158.47		Co Project Management Svcs	Account	421511	Payments:	21,158.47
								Journal Entries:	0.00
								Undisbursed Expenses:	0.00

421527	0000000	AP00279339	2/13/01	864.00		RRA 00001037	2/13/01		00003498	3/ 5/01	0000100150 Budgeting And Accounting
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Total Account	421527		864.00		County Manager Services	Account	421527	Payments:	864.00
								Journal Entries:	0.00
								Undisbursed Expenses:	0.00

421603	0000000	AP00284867	3/12/01	142.32		RRA 00001072	3/12/01		0000320175	3/28/01	0000001770 St Paul,City Of
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Total Account	421603		142.32		Printing & Stationery	Account	421603	Payments:	142.32
								Journal Entries:	0.00
								Undisbursed Expenses:	0.00

421701	0000000	AP00279340	2/15/01	170.58		RRA 00001048	2/15/01		00003502	3/ 5/01	0000100163 Comm Human Serv-Presort Mail
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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date: 3/10/2001
Run Time: 18:12 PMReport Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization				Project/Grant			Program					
2000	12501	Ramsey Co Regional Rail Auth				150180 RCRRA-Proj/Grant			G205002			00000 All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn		Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name		
Total Account	421701			170.58		Postage					Account 421701	Payments:	170.58	
												Journal Entries:	0.00	
												Undisbursed Expenses:	0.00	
422403	0000000	AP00284865	3/ 1/01	125.00		RRA	00001066	3/ 1/01		0000320179	3/28/01	0000100608	Standard Parking Inc	
422403	0000000	AP00284869	3/15/01	125.00		RRA	00001088	3/15/01		0000320179	3/28/01	0000100608	Standard Parking Inc	
422403	0000000	AP00273790	1/23/01	160.00		RRA	00001013	1/23/01		0000304189	2/16/01	0000025046	Allied Parking Inc	
422403	0000000	AP00273793	2/12/01	150.00		RRA	00001035	2/12/01		0000304101	2/16/01	0000123524	Morris,Steve	
Total Account	422403			560.00		Parking Space					Account 422403	Payments:	560.00	
												Journal Entries:	0.00	
												Undisbursed Expenses:	0.00	
424306	0000000	AP00286178	3/19/01	31.29		RRA	00001095	3/19/01		0000320679	3/30/01	0000030747	Despiegelaere,Kathryn	
424306	0000000	AP00284865	3/ 1/01	7.02		RRA	00001059	3/ 1/01		0000319818	3/28/01	0000030747	Despiegelaere,Kathryn	
424306	0000000	AP00276077	2/15/01	88.67		RRA	00001051	2/15/01		0000308348	2/28/01	0000125392	St Paul Cecils	
424306	0000000	AP00268019	1/ 9/01	18.73		RRA	00000984	1/ 9/01		0000297126	1/31/01	0000123524	Morris,Steve	
424306	0000000	AP00268021	1/16/01	45.42		RRA	00000994	1/16/01		0000297441	1/31/01	0000125392	St Paul Cecils	
Total Account	424306			191.13		Ced Meeting Expenses Account					Account 424306	Payments:	191.13	
												Journal Entries:	0.00	
												Undisbursed Expenses:	0.00	
Total Program	00000			444,856.02		All Programs					Program 00000	Payments:	474,869.49	
												Journal Entries:	-30,013.47	
												Undisbursed Expenses:	0.00	
Total Project/Grant	G205002			444,856.02		G205002					Project G205002	Payments:	474,869.49	
												Journal Entries:	-30,013.47	
												Undisbursed Expenses:	0.00	
Total Organization	150180			444,856.02		RCRRA-Proj/Grant					Organization 150180	Payments:	474,869.49	
												Journal Entries:	-30,013.47	
												Undisbursed Expenses:	0.00	
Total Fund	12501			450,102.02		Ramsey Co Regional Rail Auth					Fund 12501	Payments:	480,115.49	
												Journal Entries:	-30,013.47	
												Undisbursed Expenses:	0.00	

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date May 15, 2001
Run Time 3:18:12 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Total Budget Year 2000 450,102.02

Budget Year 2000
Payments: 480,115.49
Journal Entries: -30,013.47
Undisbursed Expenses: 0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date: 3/10/2001
Run Time: 18:12 PMReport Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization				Project/Grant			Program			
2001	12501	Ramsey Co Regional Rail Auth				150101 Ramsey Co Reg Rail Auth-RCRRA			00000 All Programs			
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn		Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421208	0000000	AP00286406	3/19/01	330.60		RRA	00001089	3/19/01		00003653	3/30/01	0000100153 County Attorney
421208	0000000	AP00279338	2/12/01	110.20		RRA	00001036	2/12/01		00003499	3/ 5/01	0000100153 County Attorney
Total Account	421208			440.80		County Attorney Services					Account 421208	Payments: 440.80 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421402	0000000	AP00286407	3/20/01	990.48		RRA	00001099	3/20/01		00003657	3/30/01	0000100168 Information Services
421402	0000000	AP00284369	3/ 1/01	250.69		RRA	00001056	3/ 1/01		00003618	3/23/01	0000100168 Information Services
Total Account	421402			1,241.17		Data Proc Srv-Mtce					Account 421402	Payments: 1,241.17 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421506	0000000	AP00286178	3/19/01	2,145.83		RRA	00001093	3/19/01	0000000102	0000321059	3/30/01	0000020305 Lockridge,Grindal Nauen
421506	0000000	AP00284866	3/ 5/01	2,145.83		RRA	00001067	3/ 5/01	0000000102	0000320109	3/28/01	0000020305 Lockridge,Grindal Nauen
Total Account	421506			4,291.66		Legislative Representative					Account 421506	Payments: 4,291.66 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421511	0000000	AP00284371	3/13/01	392.56		RRA	00001076	3/13/01		00003616	3/23/01	0000100162 Public Works
421511	0000000	AP00284371	3/13/01	2,294.94		RRA	00001079	3/13/01		00003616	3/23/01	0000100162 Public Works
421511	0000000	AP00284371	3/13/01	6,496.32		RRA	00001082	3/13/01		00003616	3/23/01	0000100162 Public Works
421511	0000000	AP00284371	3/13/01	2,461.24		RRA	00001080	3/13/01		00003616	3/23/01	0000100162 Public Works
421511	0000000	AP00284371	3/13/01	1,584.70		RRA	00001084	3/13/01		00003616	3/23/01	0000100162 Public Works
421511	0000000	AP00279339	2/13/01	1,755.36		RRA	00001038	2/13/01		00003500	3/ 5/01	0000100162 Public Works
421511	0000000	AP00279339	2/13/01	2,293.01		RRA	00001043	2/13/01		00003500	3/ 5/01	0000100162 Public Works
421511	0000000	AP00279339	2/13/01	2,309.04		RRA	00001044	2/13/01		00003500	3/ 5/01	0000100162 Public Works
421511	0000000	AP00279339	2/13/01	4,052.16		RRA	00001041	2/13/01		00003500	3/ 5/01	0000100162 Public Works
Total Account	421511			23,639.33		Co Project Management Svcs					Account 421511	Payments: 23,639.33 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421519	0000000	AP00286870	3/29/01	479.88		RRA	00001105	3/29/01		0000322598	4/ 4/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00286178	3/19/01	314.76		RRA	00001094	3/19/01		0000321032	3/30/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00284865	3/ 1/01	330.24		RRA	00001064	3/ 1/01		0000320090	3/28/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00284866	3/ 5/01	485.04		RRA	00001069	3/ 5/01		0000320090	3/28/01	0000030760 Jeane Thorne Inc



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date May 15, 2001

Run Time 3:18:12 PM

Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization	Project/Grant	Program
2001	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421519	0000000	AP00284868	3/13/01	402.48		RRA 00001085	3/13/01		0000320090	3/28/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00276077	2/15/01	474.72		RRA 00001046	2/15/01		0000308182	2/28/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00273791	1/29/01	485.04		RRA 00001020	1/29/01		0000304270	2/16/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00273792	2/ 5/01	474.72		RRA 00001024	2/ 5/01		0000304270	2/16/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00273793	2/12/01	309.60		RRA 00001034	2/12/01		0000304270	2/16/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00270635	1/23/01	474.72		RRA 00001011	1/23/01		0000301559	2/ 9/01	0000030760 Jeane Thorne Inc
421519	0000000	AP00268020	1/11/01	485.04		RRA 00000988	1/11/01		0000297340	1/31/01	0000030760 Jeane Thorne Inc
Total Account	421519			4,716.24		Clerical Services			Account 421519		Payments: 4,716.24 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421527	0000000	AP00279339	2/13/01	576.00		RRA 00001037	2/13/01		00003498	3/ 5/01	0000100150 Budgeting And Accounting
Total Account	421527			576.00		County Manager Services			Account 421527		Payments: 576.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421603	0000000	AP00286178	3/19/01	97.69		RRA 00001091	3/19/01		0000320709	3/30/01	0000001770 St Paul, City Of
Total Account	421603			97.69		Printing & Stationery			Account 421603		Payments: 97.69 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421701	0000000	AP00284865	3/ 1/01	65.22		RRA 00001059	3/ 1/01		0000319818	3/28/01	0000030747 Despiegelaere, Kathryn
421701	0000000	AP00279340	2/15/01	170.58		RRA 00001048	2/15/01		00003502	3/ 5/01	0000100163 Comm Human Serv-Presort Mail
Total Account	421701			235.80		Postage			Account 421701		Payments: 235.80 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421706	0000000	AP00284369	3/ 1/01	9.14		RRA 00001058	3/ 1/01		00003621	3/23/01	0000100171 Telecommunications
Total Account	421706			9.14		Telephone Long Dist Charges			Account 421706		Payments: 9.14 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421707	0000000	AP00284370	3/ 8/01	183.55		RRA 00001071	3/ 8/01		00003621	3/23/01	0000100171 Telecommunications
421707	0000000	AP00280203	2/20/01	183.55		RRA 00001052	2/20/01		00003546	3/12/01	0000100171 Telecommunications

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date 3/10/2001
Run Time 18:12 PM

Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization					Project/Grant			Program	
2001	12501	Ramsey Co Regional Rail Auth					150101 Ramsey Co Reg Rail Auth-RCRRA			00000 All Programs	
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
Total Account	421707			367.10		Telephone-Local Service			Account 421707		Payments: 367.10 Journal Entries: 0.00 Undisbursed Expenses: 0.00
21710	0000000	AP00286178	3/19/01	61.58		RRA 00001096	3/19/01		0000321380	3/30/01	0000122690 Verizon Wireless
Total Account	421710			61.58		Telephone-Cellular Service			Account 421710		Payments: 61.58 Journal Entries: 0.00 Undisbursed Expenses: 0.00
21712	0000000	AP00273792	2/ 5/01	63.90		RRA 00001027	2/ 5/01		0000304115	2/16/01	0000001770 St Paul,City Of
Total Account	421712			63.90		Pager Services			Account 421712		Payments: 63.90 Journal Entries: 0.00 Undisbursed Expenses: 0.00
22402	0000000	AP00267212	1/ 9/01	3,165.50		RRA 00000986	1/ 9/01		00003319	1/25/01	0000100170 Property Management West
Total Account	422402			3,165.50		Buildings & Office Space			Account 422402		Payments: 3,165.50 Journal Entries: 0.00 Undisbursed Expenses: 0.00
22403	0000000	AP00284868	3/13/01	125.00		RRA 00001086	3/13/01		0000320179	3/28/01	0000100608 Standard Parking Inc
22403	0000000	AP00276077	2/15/01	125.00		RRA 00001049	2/15/01		0000308371	2/28/01	0000100608 Standard Parking Inc
22403	0000000	AP00268021	1/16/01	125.00		RRA 00000992	1/16/01		0000297452	1/31/01	0000100608 Standard Parking Inc
Total Account	422403			375.00		Parking Space			Account 422403		Payments: 375.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
22601	0000000	AP00284866	3/ 5/01	114.67		RRA 00001068	3/ 5/01	0000000103	0000320084	3/28/01	0000023226 Ikon Office Solutions
Total Account	422601			114.67		Equipment & Machinery Repairs			Account 422601		Payments: 114.67 Journal Entries: 0.00 Undisbursed Expenses: 0.00
24302	0000000	AP00271662	2/ 5/01	4,400.00		RRA 00001025	2/ 5/01		0000303441	2/14/01	0000100399 St. Paul Transportation Mgmt. Org.
24302	0000000	AP00266268	1/ 4/01	258.00		RRA 00000974	1/ 4/01		0000292530	1/22/01	0000029135 American Planning Assoc

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date May 10, 2001
Run Time 3:18:12 PM

Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization	Project/Grant	Program
2001	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRA		00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
Total Account	424302			4,658.00		Membership & Dues				Account 424302	Payments: 4,658.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424303	0000000	AP00286179	3/20/01	274.03		RRA 00001098	3/20/01		0000320679	3/30/01	0000030747 Despiegelaere,Kathryn
424303	0000000	AP00284145	3/ 1/01	800.00		RRA 00001065	3/ 1/01		0000318226	3/23/01	0000123524 Morris,Steve
424303	0000000	AP00283563	3/ 5/01	425.00		RRA 00001070	3/ 5/01		0000316779	3/21/01	0000030749 American Public Transit Assoc
424303	0000000	AP00278904	2/20/01	369.50		RRA 00001053	2/20/01		0000309328	3/ 2/01	0000075700 Travel Assoc Of Carriage Hill
424303	0000000	AP00278905	2/23/01	425.00		RRA 00001054	2/23/01		0000308989	3/ 2/01	0000030749 American Public Transit Assoc
424303	0000000	AP00268022	1/23/01	395.00		RRA 00001018	1/23/01		0000297119	1/31/01	0000030749 American Public Transit Assoc
Total Account	424303			2,688.53		Conference & Seminar				Account 424303	Payments: 2,688.53 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424304	0000000	AP00274824	2/ 8/01	650.00		RRA 00001032	2/ 8/01		0000306462	2/23/01	0000030747 Despiegelaere,Kathryn
Total Account	424304			650.00		Other Travel				Account 424304	Payments: 650.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424306	0000000	AP00286180	3/22/01	25.00		RRA 00001101	3/22/01		0000320673	3/30/01	0000021717 Association Of Minnesota Counties
Total Account	424306			25.00		Ced Meeting Expenses Account				Account 424306	Payments: 25.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424501	0000000	AP00284865	3/ 1/01	110.75		RRA 00001062	3/ 1/01		0000319856	3/28/01	0000118050 Vap,Alicia
424501	0000000	AP00273792	2/ 5/01	22.77		RRA 00001026	2/ 5/01		0000304121	2/16/01	0000118050 Vap,Alicia
424501	0000000	AP00273792	2/ 5/01	53.45		RRA 00001023	2/ 5/01		0000304084	2/16/01	0000030747 Despiegelaere,Kathryn
Total Account	424501			186.97		Mileage/Parking				Account 424501	Payments: 186.97 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424507	0000000	AP00284868	3/13/01	19.38		RRA 00001087	3/13/01	0000000104	0000320055	3/28/01	0000012288 Federal Express Corporation
Total Account	424507			19.38		Messenger Service				Account 424507	Payments: 19.38 Journal Entries: 0.00 Undisbursed Expenses: 0.00



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/1/01 through 3/31/01

Run Date 3/19/2001
Run Time 18:12 PM

Report Parameters: Budget Year: % Fund: 12501 Organization: % Project: % Program: % Account: %

Budget Year	Fund	Organization				Project/Grant			Program		
2001	12501	Ramsey Co Regional Rail Auth				150101 Ramsey Co Reg Rail Auth-RCRRA			00000 All Programs		
Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
25102	0000000	AP00286178	3/19/01	16,172.00		RRA 00001090	3/19/01		0000321002	3/30/01	0000030753 Hennepin Co Regional Railroad
Total Account	425102			16,172.00		Subsidies to Other Entities			Account	425102	Payments: 16,172.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
31101	0000000	AP00286869	3/27/01	109.96		RRA 00001103	3/27/01	0000000105	0000322700	4/ 4/01	0000011836 Us Office Products
31101	0000000	AP00280204	2/23/01	53.20		RRA 00001055	2/23/01		0000312007	3/ 9/01	0000001770 St Paul,City Of
31101	0000000	AP00268021	1/16/01	3.08		RRA 00000993	1/16/01	0000000099	0000297329	1/31/01	0000023226 Ikon Office Solutions
31101	0000000	AP00268021	1/16/01	100.11		RRA 00000993	1/16/01	0000000099	0000297329	1/31/01	0000023226 Ikon Office Solutions
Total Account	431101			266.35		Office Supplies			Account	431101	Payments: 266.35 Journal Entries: 0.00 Undisbursed Expenses: 0.00
31102	0000000	AP00286869	3/27/01	27.61		RRA 00001103	3/27/01	0000000105	0000322700	4/ 4/01	0000011836 Us Office Products
Total Account	431102			27.61		Computer Operating Supplies			Account	431102	Payments: 27.61 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			64,089.42		All Programs			Program	00000	Payments: 64,089.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				64,089.42					Project		Payments: 64,089.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization	150101			64,089.42		Ramsey Co Reg Rail Auth-RCRRA			Organization	150101	Payments: 64,089.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/01 through 3/31/01

Run Date May 10, 2001
Run Time 3:18:12 PMReport Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization	Project/Grant	Program
2001	12501	Ramsey Co Regional Rail Auth	150106 RCRRA Northeast Corridor Maint	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
421511	0000000	AP00284371	3/13/01	162.66		RRA 00001077	3/13/01		00003616	3/23/01	0000100162 Public Works
Total Account	421511			162.66		Co Project Management Svcs				Account 421511	Payments: 162.66 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			162.66		All Programs				Program 00000	Payments: 162.66 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				162.66						Project	Payments: 162.66 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization	150106			162.66		RCRRA Northeast Corridor Maint				Organization 150106	Payments: 162.66 Journal Entries: 0.00 Undisbursed Expenses: 0.00



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/1/01 through 3/31/01

Run Date: May 15, 2001
Run Time: 3:18:12 PM

Report Parameters: Budget Year: Fund: Organization: Project: Program: Account:

Budget Year	Fund	Organization	Project/Grant	Program
2001	12501	Ramsey Co Regional Rail Auth	150111 Red Rock Corridor	00000 All Programs

Account	REDR Client ID	Journal ID	Journal Date	Journal or Expense Amount	Reason Not in Total	Bus Unit & Vchr ID or Journal Descriptn	Voucher Date	P.O. Nbr	Check Nbr	Check Date	Vendor ID / Name
424610	0000000	AP00286179	3/20/01	70,000.00		RRA 00001100	3/20/01		0000320716	3/30/01	0000104712 Washington County
Total Account	424610			70,000.00		Participation Fees			Account 424610		Payments: 70,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			70,000.00		All Programs			Program 00000		Payments: 70,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				70,000.00					Project		Payments: 70,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization	150111			70,000.00		Red Rock Corridor			Organization 150111		Payments: 70,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Fund	12501			134,252.08		Ramsey Co Regional Rail Auth			Fund 12501		Payments: 134,252.08 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Budget Year	2001			134,252.08					Budget Year 2001		Payments: 134,252.08 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Grand Total, full report				586,757.60					Grand Totals		Payments: 674,041.60 Journal Entries: -87,284.00 Undisbursed Expenses: 0.00

End of Report

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Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth

Budget Year: 1998

% of Year Elapsed = 25.48

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	57,656.90	0.00	0.00	57,656.90	100.00	0.00
150101	All Programs 00000	Supplies 430000	64.80	0.00	0.00	64.80	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	798.75	0.00	0.00	798.75	100.00	0.00
150101	All Programs 00000	Intergovernmental Payments 490000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			58,520.45	0.00	0.00	58,520.45	100.00	0.00
150103	All Programs 00000	Other Services & Charges 420000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150103 RCRRA Phase II PE Midway Corr			0.00	0.00	0.00	0.00	0.00	0.00
150106	All Programs 00000	Other Services & Charges 420000	2,495.40	0.00	0.00	2,495.40	100.00	0.00
150106	All Programs 00000	Supplies 430000	150.00	0.00	0.00	150.00	100.00	0.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			2,645.40	0.00	0.00	2,645.40	100.00	0.00
150107	All Programs 00000	Other Services & Charges 420000	81.90	0.00	0.00	81.90	100.00	0.00



APPROPRIATE TUS

Run 3.Apr.2001
Run Time 10:47:55 AM

Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth

Budget Year: 1998

% of Year Elapsed = 25.48

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150107 RCRRA NE Corr Beam To N Co Ln			81.90	0.00	0.00	81.90	100.00	0.00
150109	All Programs 00000	Other Services & Charges 420000	32,500.00	0.00	0.00	32,500.00	100.00	0.00
Total for Organization: 150109 Phalen Berm Agreement			32,500.00	0.00	0.00	32,500.00	100.00	0.00
150110	All Programs 00000	Other Services & Charges 420000	1,432,317.92	0.00	0.00	1,345,094.43	93.91	87,223.49
Total for Organization: 150110 Riverview MIS			1,432,317.92	0.00	0.00	1,345,094.43	93.91	87,223.49
150180	All Programs 00000	Other Services & Charges 420000	0.00	0.00	0.00	0.00	0.00	0.00
150180	All Programs 00000	Supplies 430000	0.00	0.00	0.00	0.00	0.00	0.00
150180	All Programs 00000	Capital Outlay 440000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150180 RCRRA-Proj/Grant			0.00	0.00	0.00	0.00	0.00	0.00
Total for Fund: 12501			1,526,065.67	0.00	0.00	1,438,842.18	94.28	87,223.49



Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth
Budget Year: 1999

% of Year Elapsed = 25.48

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs	Other Services & Charges 00000 420000	316,516.64	0.00	0.00	316,516.64	100.00	0.00
150101	All Programs	Supplies 00000 430000	1,865.51	0.00	0.00	1,865.51	100.00	0.00
150101	All Programs	Capital Outlay 00000 440000	17,366.15	0.00	0.00	17,366.15	100.00	0.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			335,748.30	0.00	0.00	335,748.30	100.00	0.00
150106	All Programs	Other Services & Charges 00000 420000	12,019.89	0.00	0.00	12,019.89	100.00	0.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			12,019.89	0.00	0.00	12,019.89	100.00	0.00
Total for Fund: 12501			347,768.19	0.00	0.00	347,768.19	100.00	0.00



ID: RM063_2A

Ramsey County
APPROPRIATION STATUSRun Date: 03.Apr.2001
Run Time: 9:41:01 AM

Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth
Budget Year: 2000

% of Year Elapsed = 25.48

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	290,208.37	0.00	0.00	289,713.37	99.83	495.00
150101	All Programs 00000	Supplies 430000	1,968.67	0.00	0.00	1,968.67	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	17,678.70	0.00	0.00	16,946.70	95.86	732.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			309,855.74	0.00	0.00	308,628.74	99.60	1,227.00
150106	All Programs 00000	Other Services & Charges 420000	6,503.48	0.00	0.00	6,503.48	100.00	0.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			6,503.48	0.00	0.00	6,503.48	100.00	0.00
150111	All Programs 00000	Other Services & Charges 420000	22,000.00	0.00	0.00	22,000.00	100.00	0.00
Total for Organization: 150111 Red Rock Corridor			22,000.00	0.00	0.00	22,000.00	100.00	0.00
150180	All Programs 00000	Other Services & Charges 420000	11,250,000.00	0.00	2,128,584.31	1,218,501.17	10.83	7,902,914.52
Total for Organization: 150180 RCRRA-Proj/Grant			11,250,000.00	0.00	2,128,584.31	1,218,501.17	10.83	7,902,914.52
Total for Fund: 12501			11,588,359.22	0.00	2,128,584.31	1,555,633.39	13.42	7,904,141.52

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Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth
Budget Year: 2001

% of Year Elapsed = 25.48

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	444,657.00	0.00	21,458.34	63,795.46	14.35	359,403.20
150101	All Programs 00000	Supplies 430000	3,800.00	0.00	0.00	293.96	7.74	3,506.04
150101	All Programs 00000	Capital Outlay 440000	8,925.00	0.00	0.00	0.00	0.00	8,925.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			457,382.00	0.00	21,458.34	64,089.42	14.01	371,834.24
150106	All Programs 00000	Other Services & Charges 420000	33,077.00	0.00	0.00	162.66	0.49	32,914.34
Total for Organization: 150106 RCRRA Northeast Corridor Maint			33,077.00	0.00	0.00	162.66	0.49	32,914.34
150111	All Programs 00000	Other Services & Charges 420000	70,000.00	0.00	0.00	70,000.00	100.00	0.00
Total for Organization: 150111 Red Rock Corridor			70,000.00	0.00	0.00	70,000.00	100.00	0.00
150180	All Programs 00000	Other Services & Charges 420000	118,261.33	0.00	0.00	0.00	0.00	118,261.33
150180	All Programs 00000	Supplies 430000	13,253.75	0.00	0.00	0.00	0.00	13,253.75
150180	All Programs 00000	Capital Outlay 440000	2,000,000.00	0.00	0.00	0.00	0.00	2,000,000.00



D. RWIGLE_ZA

Ramsey County
APPROPRIATE STATUSPage 09
Run 03.Apr.2001
Run Time 9:40:07 AM

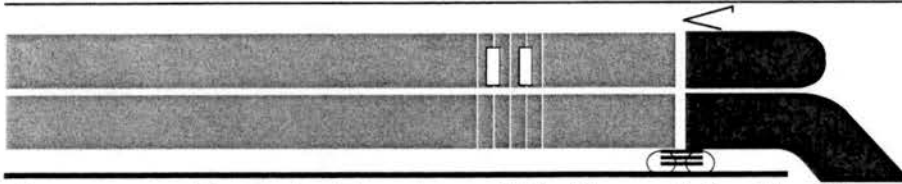
Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth

Budget Year: 2001

% of Year Elapsed = 25.48

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150180 RCRRA-Proj/Grant			2,131,515.08	0.00	0.00	0.00	0.00	2,131,515.08
Total for Fund: 12501			2,691,974.08	0.00	21,458.34	134,252.08	4.99	2,536,263.66

44



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

August 28, 2001

Immediately following Housing and Redevelopment Authority meeting

Third Floor Council Chambers

1. * Certify levy of \$306,000 for Ramsey County Regional Railroad Authority
 for 2002

* Action is requested



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

August 23, 2001

Date

Board Action Requested

Certify levy of \$306,000 for Ramsey County
Regional Railroad Authority for 2002

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

August 28, 2001

Board Date

Kristine A. Longhenny
Signature

August 23, 2002
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department (County Auditor); and

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed net tax levy to finance the 2002 budget must be certified by September 15, 2001; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy after HACA for the 2002 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 2001; and

WHEREAS, In order to continue to improve the quality of life and access to services in the region, to remain a partner in transit activities in the region with other agencies, including the Minnesota Department of Transportation, the seven metro county Regional Railroad Authorities, Metropolitan Council and Metro Transit; and

WHEREAS, The 2002 maximum allowable levy for Ramsey County Regional Railroad Authority is \$12,471,575; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only \$306,000 (2.45%) of the maximum levy of \$12,471,575; Now, Therefore Be It

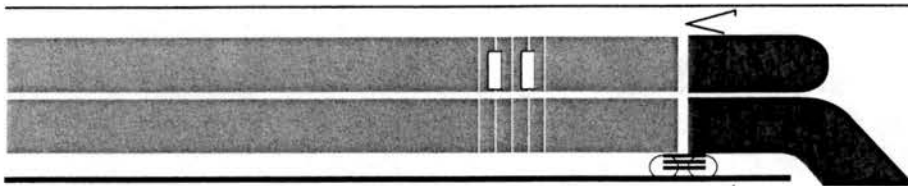
RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2002 budget in the amount of \$306,000.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

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

Memorandum

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: 2002 Budget --- Proposed Tax Levy for Truth in Taxation Notice

Date: August 23, 2001

The Truth in Taxation law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department. The levy must be certified by September 15, 2001.

An important provision of the Truth in Taxation law is that the approved net tax levy for the 2002 cannot be more than the proposed net tax levy certified by the Ramsey County Regional Railroad Authority (RCRRA) by September 15, 2001. The 2002 budget is to be adopted by the Railroad Authority in December, 2001. The budget will be presented to the Railroad Authority in December. Action on a proposed levy, however, is required at this time.

Interest income will provide the primary source of revenue for the operating budget of the RCRRA in 2002. However, a tax levy of \$306,000 is proposed in order to fund activities. This levy could be reduced in December by the Board.

The Regional Railroad Authority levied \$204,000 in 2001. The proposed maximum certified levy is an increase of \$102,000 over the 2001 levy.

The estimated tax capacity rate for 2002 would be 0.097%. The estimated taxes for Regional Rail would be a small fraction of a percent of the total property taxes on the property. Following is a summary of the impact on property owners resulting from the Regional Railroad Authority's proposed tax levy for 2002.

Under M.S. 398A.04, subd. 8, the Ramsey County regional rail authority may levy an amount not to exceed 0.04835 percent of the market value of taxable property of the county.

The estimated payable 2002 taxable market value for the county is \$25,794,363,401. Consequently, the maximum levy for 2002 is estimated to be \$12,471,575.

Estimated tax impacts in table attached.

REGIONAL RAILROAD AUTHORITY
Overall Net Tax Capacity Values and Rates

	Approved 2001	Estimated 2002	Increase/ (Decrease)
Proposed Certified Levy	\$204,000	\$306,000	\$102,000
Net Tax Capacity	333,729,510	263,986,289	(69,743,221)
Tax Capacity Rate	0.061%	0.097%	0.036%

Properties in Ramsey County Regional Railroad Authority
Regional Railroad Authority Tax Comparison - Payable 2002 (*Estimated*)

Residential Property:

(A) Constant Market Value

Home with an Estimated Market Value of:	\$75,000	\$100,000	\$150,000	\$300,000
2002 Gross Regional Railroad Only Tax (Estimated)	\$0.73	\$0.97	\$1.46	\$2.91
2001 Gross Regional Railroad Only Tax	<u>\$0.46</u>	<u>\$0.71</u>	<u>\$1.21</u>	<u>\$2.72</u>
Net Increase / (Decrease)	\$0.27	\$0.26	\$0.25	\$0.19

Residential Property:

(B) Market Value Increase of 8.5%

Home with an Estimated Market Value of:	\$75,000	\$100,000	\$150,000	\$300,000
2002 Gross Regional Railroad Only Tax (Estimated)	\$0.79	\$1.05	\$1.58	\$3.16
2001 Gross Regional Railroad Only Tax	<u>\$0.46</u>	<u>\$0.71</u>	<u>\$1.21</u>	<u>\$2.72</u>
Net Increase / (Decrease)	\$0.33	\$0.34	\$0.37	\$0.44

Commercial Property:

(A) Constant Market Value

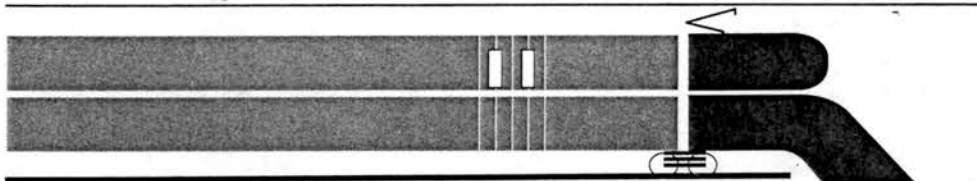
Business with an Estimated Market Value of:	\$100,000	\$500,000	\$1,000,000
2002 Gross Regional Railroad Only Tax (Estimated)	\$1.46	\$8.97	\$18.67
2001 Gross Regional Railroad Only Tax	<u>\$1.46</u>	<u>\$9.46</u>	<u>\$19.83</u>
Net Increase / (Decrease)	\$0.00	(\$0.49)	(\$1.16)

Apartment Property:

(A) Constant Market Value

Apartment with an Estimated Market Value of:	\$100,000	\$500,000	\$1,000,000
2002 Gross Regional Railroad Only Tax (Estimated)	\$1.75	\$8.73	\$17.46
2001 Gross Regional Railroad Only Tax	<u>\$1.46</u>	<u>\$7.32</u>	<u>\$14.64</u>
Net Increase / (Decrease)	\$0.29	\$1.41	\$2.82

Prepared by Property Records & Revenue, Local Government Division (CAS) 8/20/01



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

September 25, 2001

Immediately following Housing and Redevelopment Authority Meeting

Third Floor Council Chambers

1. * Approve minutes from August 14, 2001 RCRRA meeting and August 28, 2001 RCRRA meeting
2. * Approve the contract with Dennis McGrann of Lockridge Grindal Nauen P.L.L.P. in the amount of \$26,522.50 for federal intergovernmental relations through December 31, 2002 and authorize the Chair to execute the contract
3. Central Corridor Scoping Report
4. Red Rock Corridor Commuter Rail Feasibility Study
5. Rush Line Corridor Transit Study Draft Executive Summary
6. * Ratify Partial Payment No. 11 in the amount of \$197,293.80 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study
7. * Approve crossing permit agreement between RCRRA and Northern States Power to construct, maintain and operate an overhead electric transmission line on RCRRA right of way at Greenbrier and Wells Streets in St. Paul; and authorize the Chair of the Ramsey County Regional Railroad Authority to sign the crossing permit agreement on behalf of the RCRRA
8. * Approve easement agreement between RCRRA and Minnesota Department of Transportation for a temporary and permanent easement of RCRRA property on Arcade Street between Bush Avenue and Wells Street in St. Paul, for \$13,100 to be paid to RCRRA by Mn/DOT
- * Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, August 14, 2001, in Council Chambers Third Floor Courthouse.

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

MEMBERS ABSENT: None

OTHERS PRESENT: David MacMillan, Kris Longhenry, Karen Tero, Mary Ann Palmer, Alicia Vap, Steve Morris, Vern Wehlage, Paul Kirkwold, Bobbie Crancer, Bonnie Jackelen

Chair Bennett called the meeting to order at 11:58 a.m.

1. Approve minutes of the May 8, 2001 RCRRRA workshop and May 22, 2001 RCRRRA workshop

Motion made by Commissioner Wiessner and seconded by Commissioner Ortega to accept the minutes of the May 8, 2001 RCRRRA workshop and May 22, 2001 RCRRRA workshop.

Ayes – 7, Nays – 0
Motion accepted.

2. Approve Cost Sharing Agreement A15010 with Hennepin County Regional Railroad Authority for 50% cost participation in the cost of the Northeast Diagonal Land Use/Transit Scenario Study and authorize the Chair of the RCRRRA to execute Agreement A15010 for an amount not to exceed \$50,000

Motion made by Commissioner Wiessner and seconded by Commissioner McDonough to approve Cost Sharing Agreement A15010 with Hennepin County Regional Railroad Authority for 50% cost participation in the cost of the Northeast Diagonal Land Use/Transit Scenario Study and authorize the Chair of the RCRRRA to execute Agreement A15010 for an amount not to exceed \$50,000.

Commissioner Rettman asked if this is establishing a precedent if another municipality or institution wants to add scenarios. She noted that there isn't a policy about how much the RCRRRA contributes toward projects. She stated that we need something in writing regarding our financial commitment and our partner's commitments.

Commissioner Haigh stated that there is an issue of how we cost share at different phases of study projects and corridors. She commented that we don't want to create a rule that we can't pay for something in another instance. She noted that the issue that Commissioner Rettman brought up is one that is being addressed on the Central Corridor as additional alternatives are added to the scoping documents and EIS. It becomes very expensive. She said that she doesn't

want to pick out a 50% rule because that may not always be appropriate. She suggested waiting to have this policy discussion when Kathy DeSpiegelaere is in attendance.

Commissioner Reinhardt stated that in the Rush Line Corridor, the committee thought it had an agreement on paying for the next phase based on Corridor population. At a recent meeting, it was suggested the cost be shared based upon county population. In that case, it wasn't setting a precedent because it is a decision being made just for that particular phase.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Northeast Diagonal Transitway extends from downtown Minneapolis to White Bear Lake through Minneapolis, St. Anthony, Roseville, Vadnais Heights, Gem Lake, and White Bear Lake, generally following the partially abandoned Burlington Northern Santa Fe railroad right-of-way; and

WHEREAS, The Ramsey County Regional Railroad Authority has agreed to fund fifty percent or not more than \$50,000 of a land use/transit scenario study in this transitway with the Hennepin County Regional Railroad Authority;

WHEREAS, The Hennepin County Regional Railroad Authority will execute the contract with Hammel, Green, Abrahamson, Inc., for this study for the period of August 21, 2001, to September 30, 2002; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority enter into a Cost Sharing Agreement with Hennepin County Regional Railroad Authority for fifty percent cost participation in the cost of the Northeast Diagonal Land Use/Transit Scenario Study; and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute Cost Sharing Agreement A15010 with the Hennepin County Regional Railroad Authority for the Northeast Diagonal Land Use/Transit Scenario Study for an amount not to exceed \$50,000.

3. Central Corridor Scoping Report

This item was deferred.

4. Red Rock Corridor Commuter Rail Feasibility Study

This item was deferred.

5. Rush Line Corridor Transit Study Draft Executive Summary

This item was deferred.

6. Ratify Partial Payment No. 7 in the amount of \$223,547.17; No. 8 in the amount of \$250,865.16; No. 9 in the amount of \$142,267.11; and No. 10 in the amount of \$183,495.69 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study

Motion made by Commissioner Haigh and seconded by Commissioner Ortega to ratify Partial Payment No. 7 in the amount of \$223,547.17; No. 8 in the amount of \$250,865.16; No. 9 in the amount of \$142,267.11; and No. 10 in the amount of \$183,495.69 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through May 25, 2001; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoices No. 267-11819, Partial Payment No. 7; No. 267-12167, Partial Payment No. 8; No. 267-12557, Partial Payment No. 9; No. 267-12908, Partial Payment No. 10 in the amount of \$800,175.13 attachments thereto, provide the correct documentation of payments due BRW, Inc. through May 25, 2001; Now, Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$800,175.13 for services rendered through May 25, 2001, is hereby ratified.

7. Ratify quarterly report of payments for October 1, 2000 to December 31, 2000 and January 1, 2001 to March 31, 2001

Motion made by Commissioner McDonough, seconded by Commissioner Ortega to ratify quarterly report of payments for October 1, 2000 to December 31, 2000 and January 1, 2001 to March 31, 2001.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of October 1, 2000 through December 31, 2000, and January 1, 2001 through March 30, 2001 and a record of these disbursements is attached; Now, Therefore, Be It

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

The meeting adjourned at 12:05 p.m.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, August 28, 2001, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:	Commissioner Susan Haigh Commissioner Jim McDonough Commissioner Victoria Reinhardt Commissioner Janice Rettman Commissioner Jan Wiessner
MEMBERS ABSENT:	Chair Tony Bennett Commissioner Rafael Ortega
OTHERS PRESENT:	Kathy DeSpiegelaere, Paul Kirkwold, Darwin Lookingbill, Bobbie Crancer

Vice-Chair Rettman called the meeting to order at 9:35 a.m.

1. Certify levy of \$306,000 for Ramsey County Regional Railroad Authority for 2002.

Vice-Chair Rettman noted that the amount is an increase. Commissioner Haigh stated that it is difficult to set the levy without having seen the budget for the Rail Authority. Kathy DeSpiegelaere explained that usually the Board of Commissioners sees the budget prior to certifying the levy, but this year there are several things under discussion, and the Board is interested in having a policy discussion regarding funding for corridors which hasn't been scheduled. This would be the maximum levy, and could be less.

Commissioner Reinhardt asked when that budget discussion would be held. Kathy DeSpiegelaere responded that the Rail Authority budget is not adopted until December, so the Board has a few months to hold that budget discussion. Commissioner Rettman asked if the Board would also have that policy discussion separate from the budget. Kathy responded yes.

Commissioner McDonough asked if this needed to be done today, since he does have some questions as to the \$100,000 increase and is not sure about the reason for the increase. Kathy DeSpiegelaere explained that the levy is increased because there is potential to want to provide funds for some of the corridor work. For example, a policy discussion for the Red Rock Corridor will be held and Ramsey County has been asked for a contribution. This vote does not lock the Commissioners in to contribution to the Red Rock, because the levy is not actually adopted until December.

Commissioner Rettman stated that, to avoid a potential replay of what happened with the Metropass, she does not plan to support the tax levy increase.

Commissioner McDonough asked if the levy increase will be set aside for requests from specific corridors, and is not a big increase in other areas of the budget. Kathy explained that it would be used for specific corridors. Commissioner McDonough asked if the Board approves the motion today, do they maintain the right to say no to donate to the individual corridors, and then would the funds go back to the past budget amount. Kathy stated that yes, in fact the Board could levy zero dollars; this simply gives the Board the option of increasing the levy. Commissioner McDonough agreed to support the motion for today, to set the maximum levy, although he may not support individual corridor funding in the future.

Motion by Commissioner Reinhardt, seconded by Commissioner Wiessner to certify levy of \$306,000 for Ramsey County Regional Railroad Authority for 2002.

Ayes – 4, Nays – 1
Motion accepted.

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed net tax levy each year to the Property Records and Revenue Department (County Auditor); and

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed net tax levy to finance the 2001 budget must be certified by September 15, 2000; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy after HACA for the 2001 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 2000; and

WHEREAS, In order to continue to improve the quality of life and access to services in the region, to remain partner in transit activities in the region with other agencies, including the Minnesota Department of Transportation, the seven metro county Regional Railroad Authorities, Metropolitan Council and Metro Transit; and

WHEREAS, The 2001 maximum allowable levy for Ramsey County Regional Railroad Authority is \$11,311,780; and

WHEREAS, In order to minimize the tax burden on Ramsey County Taxpayers, the Regional Railroad Authority will use only \$204,000 (1.80%) of the maximum levy of \$11,311,780; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2001 budget in the amount of \$204,000.

The meeting adjourned at 9:45 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

9/18/01
Date

Board Action Requested

Approve contract with Dennis McGrann of Lockridge Grindal Nauen P.L.L.P. in the amount of \$26,522.50 for federal intergovernmental relations through December 31, 2002 and authorize the Chair to execute the contract

ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting

Vern Wohlgast *9/20/01*

County Attorney

D. J. Manly

Risk Management

Documentation certified complete for:

September 25, 2001

Board Date

Kristine A. Longhenny
Signature

September 18, 2001
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority has several important transportation-related initiatives pending at the federal level in 2002; and

WHEREAS, Riverview Corridor transit improvements and access to jobs transportation proposals are two items that will be the subject of Congressional actions in 2002; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the contract with Dennis McGrann and Lockridge, Grindal, Nauen P.L.L.P in an amount not to exceed \$26,522.50 for the calendar year 2002 subject to approvals by the County Attorney and Budgeting and Accounting Departments; and Be It Further

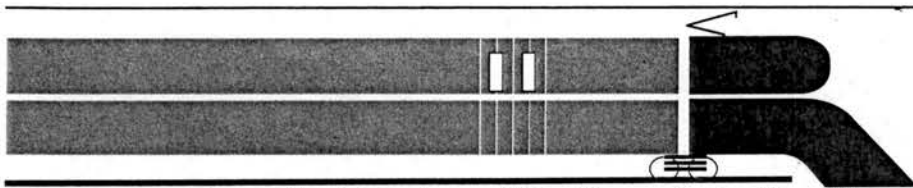
RESOLVED, That the Authority authorizes its Chair to execute the contract subject to approvals by the previously listed departments.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

FROM: Kathryn DeSpiegelaere, Director

DATE: September 20, 2001

SUBJECT: Contract with Lockridge Grindal Nauen, P.L.L.P

The attached resolution proposes a contract with the firm of Lockridge Grindal Nauen, P.L.L.P. for federal intergovernmental relations for the Regional Railroad Authority for 2002. In 2002, Congress will prepare the next version of the six-year major transportation bill. Ramsey County Regional Railroad Authority has a strong interest in having transit corridors authorized in the legislation, and therefore intergovernmental assistance will be helpful in assuring that outcome.

Ramsey County issued a request for proposals for federal intergovernmental relations in 1999 and this firm was selected from among several applicants.

The contract amount proposed is a 3% increase over the 2001 amount.

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
CONSULTANT SERVICES AGREEMENT**

The following is an agreement dated _____, 2001 between **Dennis McGrann** and **Lockridge, Grindal, Nauen PLLP**, 100 Washington Avenue South, Suite 2200, Minneapolis, Minnesota 55401 (hereinafter the "**CONTRACTOR**") and **RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**, a political subdivision of the State of Minnesota, (hereinafter "**RRA**").

1. SCOPE OF SERVICES

CONTRACTOR shall provide the services as outlined below:

- A. On behalf of the RRA, CONTRACTOR agrees to provide services as a federal legislative representative and consultant, to meet with federal authorities and represent the RRA's interests with particular reference to financial, programmatic, policy and organization issues of concern to the RRA.
- B. On behalf of the RRA, CONTRACTOR will provide consultation and analysis on public relations and federal strategy, identify grant opportunities, identify and monitor federal legislation, consult with RRA Congressional representatives on issues of importance to the RRA relating to transit, include (1) welfare reform and transit, (2) transitways and (3) funding legislation for transportation.
- C. In performing services for the RRA, the CONTRACTOR will monitor and coordinate activities with other metropolitan Regional Railroad Authorities and the Metropolitan LRT Joint Powers Board on federal transit issues.
- D. On behalf of the RRA, CONTRACTOR will be available for meetings with RRA's board members and staff as requested. The RRA's administrator will be the principal contact for the CONTRACTOR on legislative matters.
- E. On behalf of the RRA, CONTRACTOR will work with the Chair of the RRA, and the RRA's administrator to
 - 1) Foster the growth of working relationships between members of the Minnesota Congressional delegation, the RRA, and the RRA's key staff members.
 - 2) Develop and assist in implementing strategies regarding how the RRA's projects are funded at the federal level in relation to other governmental units.
 - 3) Develop and assist in implementing the RRA's overall federal legislative efforts and program with a focus on present as well as future legislative efforts.
 - 4) Develop and assist in implementing strategies to foster equitable inter-governmental funding by the federal government.

F. CONTRACTOR will work on passage of the RRA's federal legislative initiatives and will perform other activities as desired by the RRA.

G. CONTRACTOR will communicate on a regular basis with the RRA and will furnish a written summary report of activities, results obtained and status of issues still pending quarterly to the RRA.

2. DELIVERY OF SERVICES

Services will be delivered from January 1, 2002 through December 31, 2002 unless earlier terminated as provided herein.

3. PAYMENT

CONTRACTOR shall receive the sum of Twenty-six thousand, five hundred twenty-two dollars and 50 cents (\$26,522.50) in monthly installments to be paid within 30 days of receipt by the RRA of a monthly claim form from the contractor.

4. INDEPENDENT CONTRACTOR STATUS

It is agreed that nothing contained in this Agreement is intended or should be construed as creating the relationship of co-partners, joint venturers, or an association with the RRA and CONTRACTOR. The CONTRACTOR is an independent contractor and neither it, its employees, agents, nor representatives are employees of the RRA.

5. INDEMNIFICATION

CONTRACTOR agrees to defend and indemnify the RRA, its officials, employees, and agents from any and all liability, loss, or damage they may suffer as a result of claims, demands, judgments, or costs including reasonable attorney's fees, arising out of or related to CONTRACTOR's performance of this agreement.

6. INSURANCE AND BONDING

The CONTRACTOR shall purchase and maintain such insurance to protect the CONTRACTOR from claims which may arise out of or result from the CONTRACTOR's operations under the contract.

CONTRACTOR shall provide proof of insurance in a form and limits of coverage acceptable to the Ramsey County Risk Manager.

7. AUDIT

Until the expiration of six (6) years after furnishing of services pursuant to this Agreement, the CONTRACTOR, upon written request, shall make available to the RRA, the State Auditor, or RRA's ultimate funding source, a copy of this Agreement and the books, documents, records, and accounting procedures and practices of the CONTRACTOR relating to this agreement.

8. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this Agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who qualifies and is available to perform the work to which such employment relates.

CONTRACTOR agrees to comply with all Federal, State, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. The CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to the RRA, upon request.

9. CONFLICT OF INTEREST

While this agreement is in force, it is understood that CONTRACT will discuss with RRA any new client obligations which may directly conflict with ongoing work on behalf of RRA. RRA has the right to cancel this agreement immediately if CONTRACTOR assumes a client obligation which, in RRA's estimation, conflicts with RRA's interest.

10. TERMINATION

A. With Cause

RRA reserves the right to suspend or terminate this contract if CONTRACTOR violates any of the terms or conditions of this contract or does not fulfill in a timely and proper manner its obligations under this contract as determined by RRA. In the event that RRA exercises its right of suspension or termination under this section, it shall submit written notice to CONTRACTOR specifying the extent of such suspension or termination, the reasons therefore and the date upon which such suspension or termination becomes effective. Upon receipt of such notice, CONTRACTOR shall take all actions necessary to discontinue further commitment of funds to the extent that they relate to the suspended or terminated portion of this contract.

B. Without Cause

RRA or CONTRACTOR may terminate this contract without cause and for any reason whatsoever upon giving at least thirty (30) days written notice thereof to the other party. In such event, CONTRACTOR shall be entitled to receive compensation for the services provided in a satisfactory manner up to and including the effective date of termination.

11. ENTIRE AGREEMENT

This agreement is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Tony Bennett, Chair

Dated: _____

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Kathryn DeSpiegelaere, Director

Dated: _____

Approval recommended:

INSURANCE APPROVED:

Risk Management

APPROVED AS TO FORM:

David F. MacMillan
David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE:

SUBJECT TO APPROVAL OF THE BOARD
Account No. 2002 12501 150101 421506

Vern Wehlag 9/20/01
Budgeting & Accounting

LOCKRIDGE, GRINDAL, NAUEN
P.L.L.P

By: _____

Dated: _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

August 6, 2001

Date

Board Action Requested

Central Corridor Scoping Report.

DISCUSSION ONLY

Request Justification

See attached information. A presentation will be given at the meeting by RCRRA staff.

Budgeting and Accounting

Vern Wallace 8/7/01

County Attorney

Wil Mae Math

Risk Management

Documentation certified complete for:

September 25, 2001

Board Date

Kristine A. Longherry
Signature

8-6-01

Date

Memorandum

TO: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, County Manager

FROM: Steve Morris 
Central Corridor Project Manager

SUBJECT: Central Corridor Update

DATE: September 18, 2001

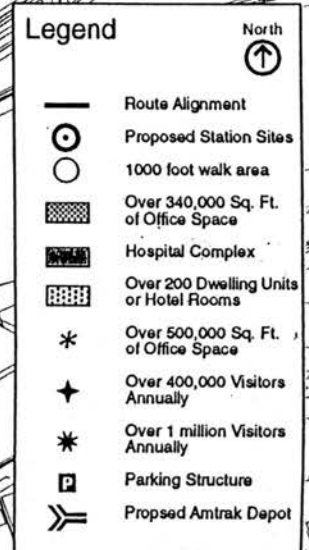
The scoping period for the Central Corridor Environmental Impact Statement (EIS) ended on July 20, 2001. The Central Corridor Coordinating Committee will need to identify the specific services that will be carried through the EIS process.

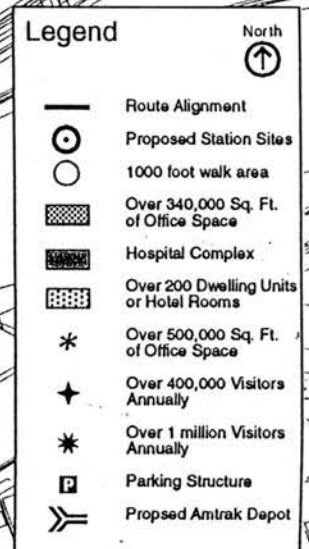
Three alternatives are expected to be evaluated. They are a baseline or "no build" alternative. A busway and a light rail alternative. A route for the busway has been agreed upon by the participants.

The scoping process appears to point to University Avenue as the best route for light rail transit. The exact routes through the University of Minnesota and in downtown St. Paul are still under discussion. Project staff and policy makers have been working with the University of Minnesota to define the route to be studied in the University area.

Early in the process, the Coordinating Committee had selected two potential routes through downtown (Alternatives 1 and 5). During the scoping period, the City of St. Paul asked for evaluation of three additional routes. Staff and project consultants have worked with the City staff and have narrowed the City's three alternatives down to one (Alternative B). Staff is working on a recommendation for a single downtown alternative to bring to the Coordinating Committee meeting at its October 11 meeting. The three downtown alternatives are attached to this memo.

1





Central Corridor Written Scoping Comments, June 2001

Category	Name	Comment
Agency	Hennein County	Washington Ave. alignment
Agency	MnDNR	Misc.
Agency	U of M	LRT on Bridge 9; BRT on Wash
Agency	Minneapolis	Washington Ave. alignment
Agency	St. Paul	Cites 1999 Plng Comm recommendation for University Ave LRT only. Proposes 3 new CBD alternatives.
Agency	MnDOT	Importance of multi-modal connections and cost estimates.
Agency	Metro Transit	Washington Ave. alignment
Agency	Red Rock	Intermodal connection
Organization	Midway Chamber of Commerce	Prefers LRT on University Ave. Includes various development, bus service maintenance, construction impact and design concerns.
Organization	PPERRIA	LRT either on University or north of it. Bus service maintenance.
Organization	Riverview Towers	Prefers LRT on Washington.
Organization	Merriam Pk	Improve transit; LRT if necessary.
Organization	Earth Protector	Fuel cell buses on Pierce Butler
Organization	Stadium Village	Prefers University Ave/Bridge 9; opposes Washington Ave.
Organization	CAAPB	Prefers plaza station or University/Jackson alignment
Organization	St. Paul TMO	Supports Jackson alternative.
Individual		Supports Washington Ave,
Individual		Supports Washington Ave,
Individual		Supports Washington Ave,
Individual		Supports LRT
Individual		Supports Washington Ave,
Individual		Supports Washington Ave,
Individual		Supports LRT
Individual		Supports LRT on University; includes other comments on purpose and need, etc.
Individual		Supports LRT on north slope of I-94 trench
Individual		Supports PRT
Individual		Concerned about cost
Individual		Supports PRT
Individual		Dist 17 supports LRT on Univ. and Jackson CBD alignment.
Individual		Supports LRT on Univ
Individual		Supports transit generally and LRT on University.
Individual		Grade separate Snelling and Univ.
Individual		Supports PRT
Individual		Supports PRT
Individual		Opposed to Bridge 9



SCOPING BOOKLET

June 2001

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together with the Hiawatha Light Rail Transit line and the Riverview Bus Rapid Transit corridor. While this triangle would connect the Central Corridor with the Mall of America and the Minneapolis - St. Paul International Airport, it would also form a solid base for efficient and reliable transit services across the metro region.

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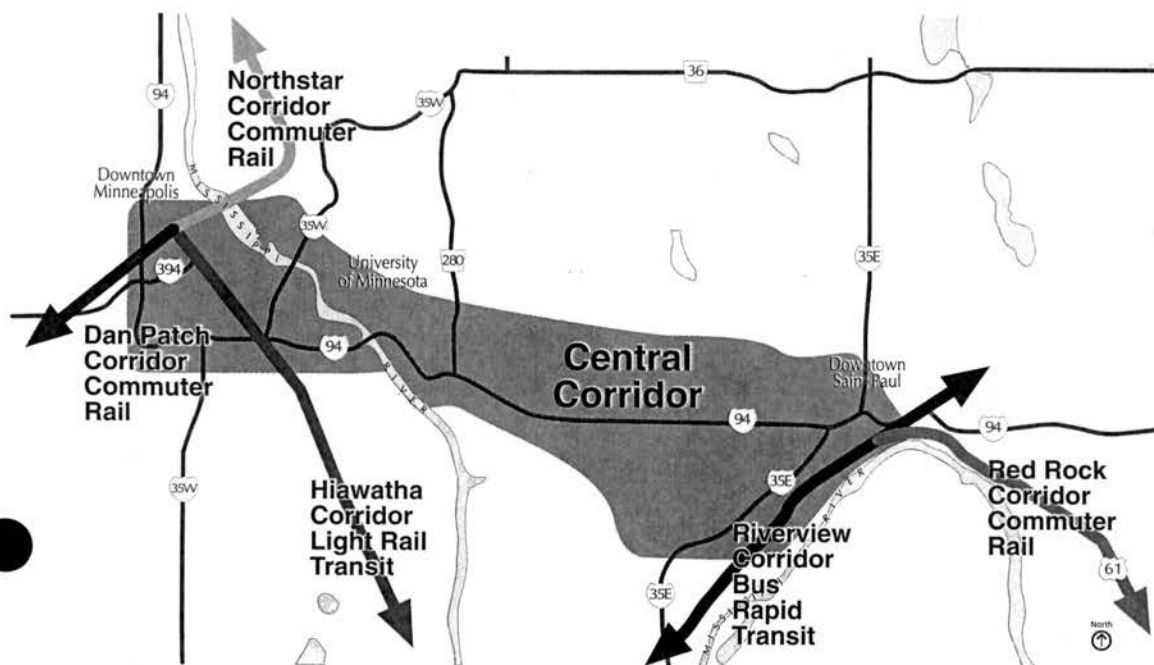
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Central Corridor Study Area

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Goals	3
Coordinating Committee	3
EIS Process	4
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Scoping Process	6
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The consideration of additional mass transit options would improve transportation in the Central Corridor while protecting the livability of the urban core and strengthen access for residents, students, visitors and employees. Improved Central Corridor transit can also contribute to the "Smart Growth" ideals that the state of Minnesota has endorsed.

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Throughout the last two decades, the Central Corridor has been the focus of several studies regarding the feasibility of various mass transit technologies. Each of these studies has identified the Central Corridor as the region's priority corridor for mass transit investment. The current 2020 Long-Range Transportation Plan and the State Transportation Improvement Program (STIP) both include funding commitments for the proposed Central Corridor Transit Project.

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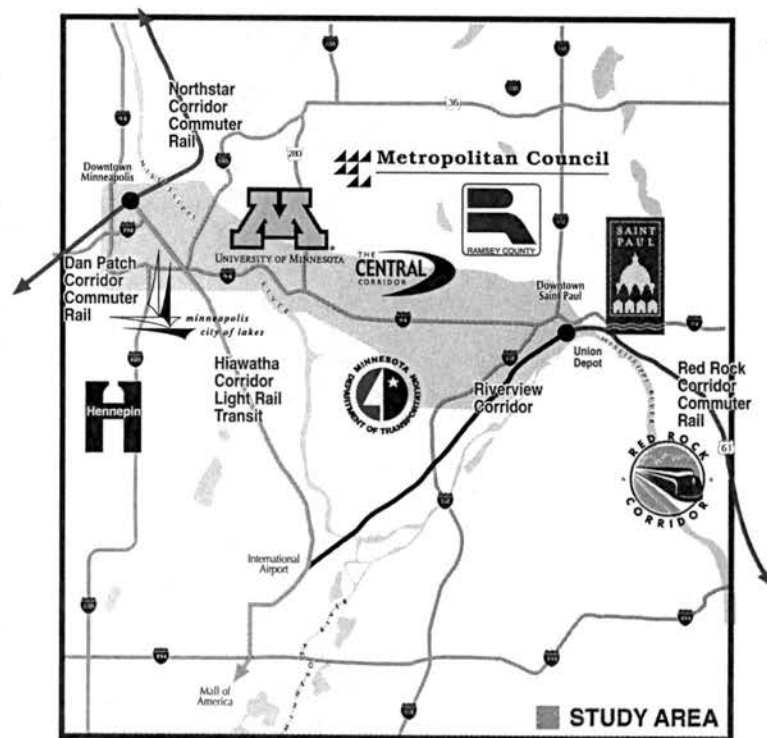
- Facilitate the preservation and enhancement of neighborhoods in the Central Corridor
- Acknowledge the individual character and aspirations of each place served, and of the region as a whole
- Support regional goals for: cleaner air and water, more efficient energy use, and a safer and healthier environment

Transportation and Mobility

- Create transportation improvements that add people carrying capacity, minimize operating costs, improve operating efficiency, provide high quality modal alternatives, and reinforce the region's transportation system
- Expand opportunities for all users to move freely to, through, and within the Central Corridor
- Enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor.

CENTRAL CORRIDOR COORDINATING COMMITTEE

The role of the Central Corridor Coordinating Committee is to advise the Minnesota Commissioner of Transportation and the Metropolitan Council on public transit and transportation issues in the Central Corridor relative to alternatives analysis, environmental review, public involvement, and other matters. Membership on the Committee is dictated by Minnesota statute, and includes representation from the Minnesota Department of Transportation (Mn/DOT), Metropolitan Council, Ramsey and Hennepin Counties, the Cities of St. Paul and Minneapolis, and the University of Minnesota. The Red Rock Corridor representative votes only on commuter rail issues and the Northstar Corridor representative is a non-voting member.



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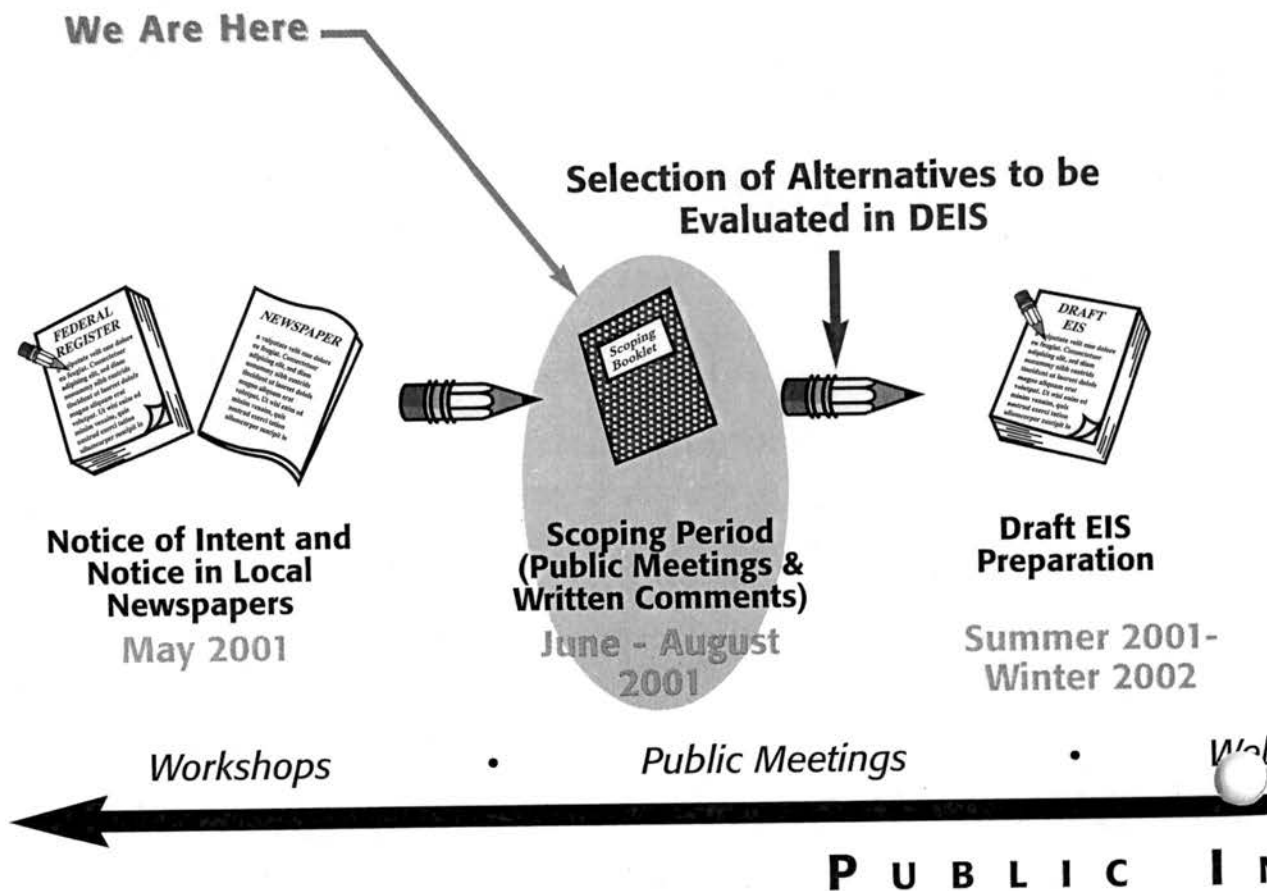
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- **Refine the proposed transportation improvements.**
- **Assess social, economic, and environmental impacts**, such as land use, acquisitions and displacements, traffic, community effects, parklands, visual and aesthetic conditions, historic and archaeological resources, safety and security, area planning and development opportunities, and noise and vibration.

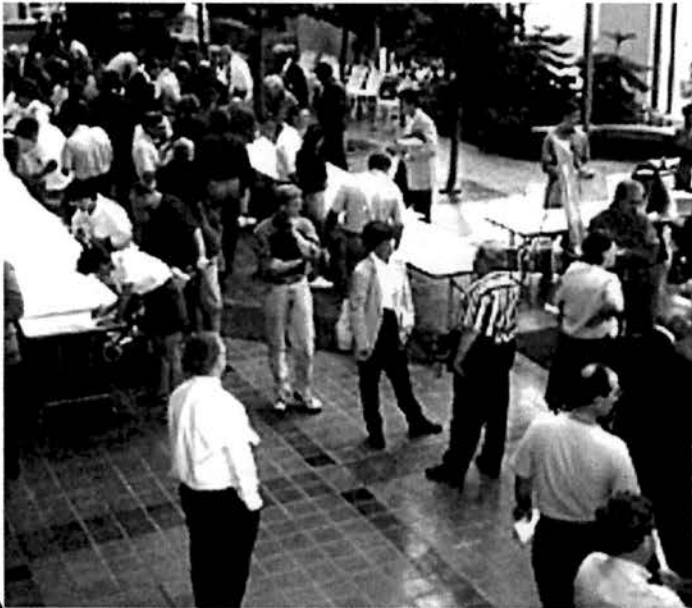
- **Identify Cultural Resources** to evaluate and determine impacts to standing structures and archaeological sites, as required by Section 106 of the National Historic Preservation Act.
- **Analyze transportation system impacts**, such as effects of roadway operations, bus system operations and facilities, parking demands, railroad operations, and pedestrian and bicycle issues.
- **Prepare capital cost estimates**, including engineering, design, right-of-way acquisition, and the purchase of transit vehicles.
- **Estimate and analyze** operating and maintenance costs, ridership demand and revenues.

During the development of the EIS, the Central Corridor Transit Project Team will work closely with the representatives of communities potentially affected by proposed project improvements. Several committees will review and provide input on the environmental and technical analysis. Workshops will be held to present information to affected neighborhoods. Communications with the public will continue through newsletters, the web site, and other public outreach efforts.



OPPORTUNITIES FOR CONTINUING PUBLIC INVOLVEMENT

You are encouraged to keep commenting, offering suggestions, asking questions and expressing your concerns during the "scoping" process and throughout the development of the EIS. We want to make sure that the development of our transportation system is discussed and decided in an open, collaborative and comprehensive process.

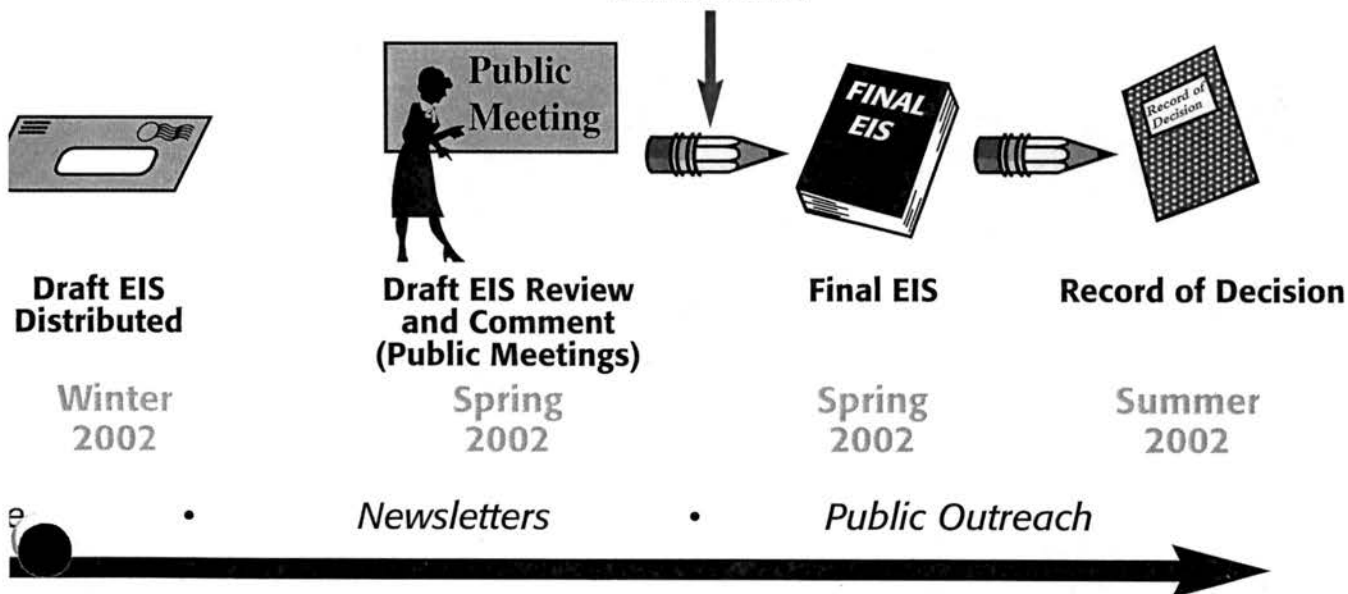


Ways to get involved:

- **Call:** (651) 266-2784
- **Fax:** (651) 266-2761
- **Web:** CentralCorridor.org
- **Email:** steve.morris@co.ramsey.mn.us
- **TDD:** 1(800) 627-3529
- Join us at neighborhood workshops and public meetings
- Invite a Central Corridor representative to give a presentation to your group, organization or business
- Add your name to the mailing list by calling or writing us at:
Steve Morris, Project Manager
Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

The Scoping Comment period closes on July 20, 2001. Please submit your comments prior to that date.

Selection of Preferred Alternative



O L V E M E N T

SCOPING PROCESS

What is Scoping?

The first step in the EIS process is called "Scoping". Scoping is a major part of the environmental and community impact assessment process. It is required by law in the National Environmental Policy Act (NEPA) so that the public and the appropriate governmental agencies are involved early in the decision-making process and can make sure that their concerns are addressed early in project planning. The Central Corridor Transit Project is complying with all federal and state regulations regarding the evaluation of the alternatives to provide needed transportation services within the Central Corridor.



Why is Scoping Important?

The purpose of scoping is to inform the public, elected officials, and governmental review agencies that the EIS process is beginning. In addition to initiating dialogue on the proposed transportation alternatives, scoping is instrumental in identifying issues to be considered and/or resolved during the Central Corridor EIS process.

At the Scoping meetings, the project team will explain the EIS process, describe the alternatives being considered, the benefits and impacts being evaluated during the EIS process, present the public involvement program and ask for ideas and comments from the audience. The environmental analysis will be developed to give an understanding of what is being proposed, how much it will cost, what benefits will be gained, and what impacts can be expected. The participants are welcome to address any aspect of the proposed project, including the alternatives to be studied (see page 7).



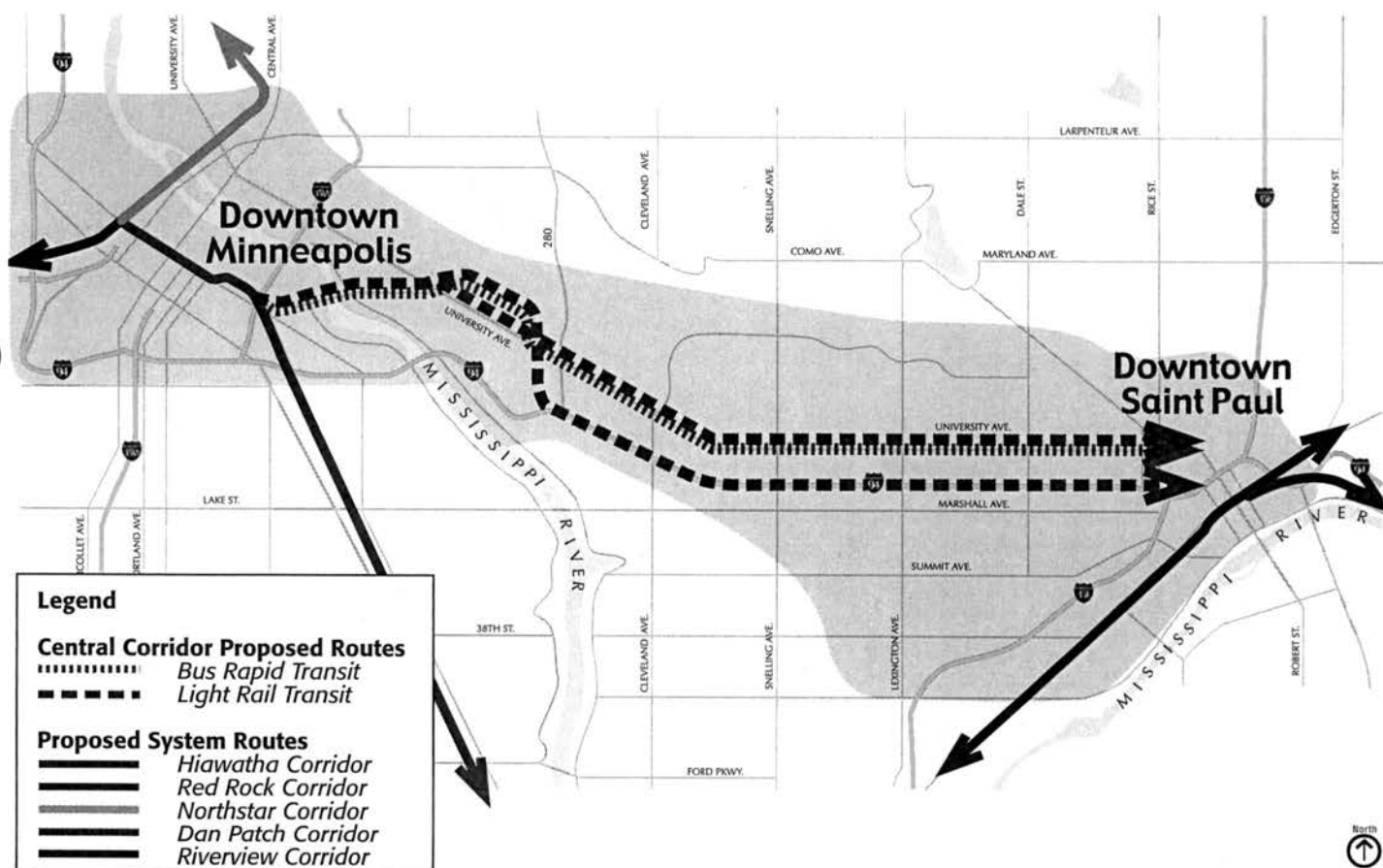
Results of Scoping

At the end of the Scoping process, a Scoping Summary Report will be prepared documenting the process by which the alternatives were refined and selected for evaluation in the EIS. The report will document the comments received, describe the meeting preparations, content and attendance. Decisions of the Central Corridor Coordinating Committee and Federal Transit Administration (FTA) and the refined scope of the project will also be addressed.

ALTERNATIVES TO BE STUDIED IN THE ENVIRONMENTAL IMPACT STATEMENT

The transportation alternatives currently proposed for consideration for the Central Corridor Draft EIS include:

- **No-Build Alternative** – No change to transportation services or facilities in the Central Corridor beyond already committed projects. This includes only those roadway and transit improvements defined in the appropriate agencies' Long Range Transportation Plans and Transit Development Plans for which funding has been committed.
- **Transportation System Management (TSM) Alternative** – Low cost transportation infrastructure and bus transit improvements for the Central Corridor. Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), bus operations and other TSM improvements will be included in this alternative.
- **Busway/Bus Rapid Transit (BRT) Alternative** – Service on exclusive right-of-way between downtown Minneapolis and downtown St. Paul on University Avenue.
- **Light Rail Transit (LRT) Alternatives** – Service between downtown Minneapolis and downtown St. Paul on either University Avenue or I-94.



Central Corridor Study Area/Route Map

A WORD ABOUT COMMUTER RAIL . . .

Although two commuter rail options were being considered during preliminary phases of the Central Corridor Transit Study, based on regional commuter rail connections and system planning, funding and operating agency responsibility; the evaluation of the commuter rail options will be deferred to a separate environmental document.

SHARE YOUR VIEWS

YOU ARE INVITED To attend one of the Scoping Meetings.

We want your input to define the options to be evaluated in the EIS; to identify the social, economic and environmental impacts to be evaluated; and to suggest alternative options that are less costly or have fewer environmental impacts while achieving similar transportation objectives.

The same project information will be presented at the following meetings.

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400 North Hamline Avenue
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▲ Meeting site



Steve Morris, Project Manager
Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

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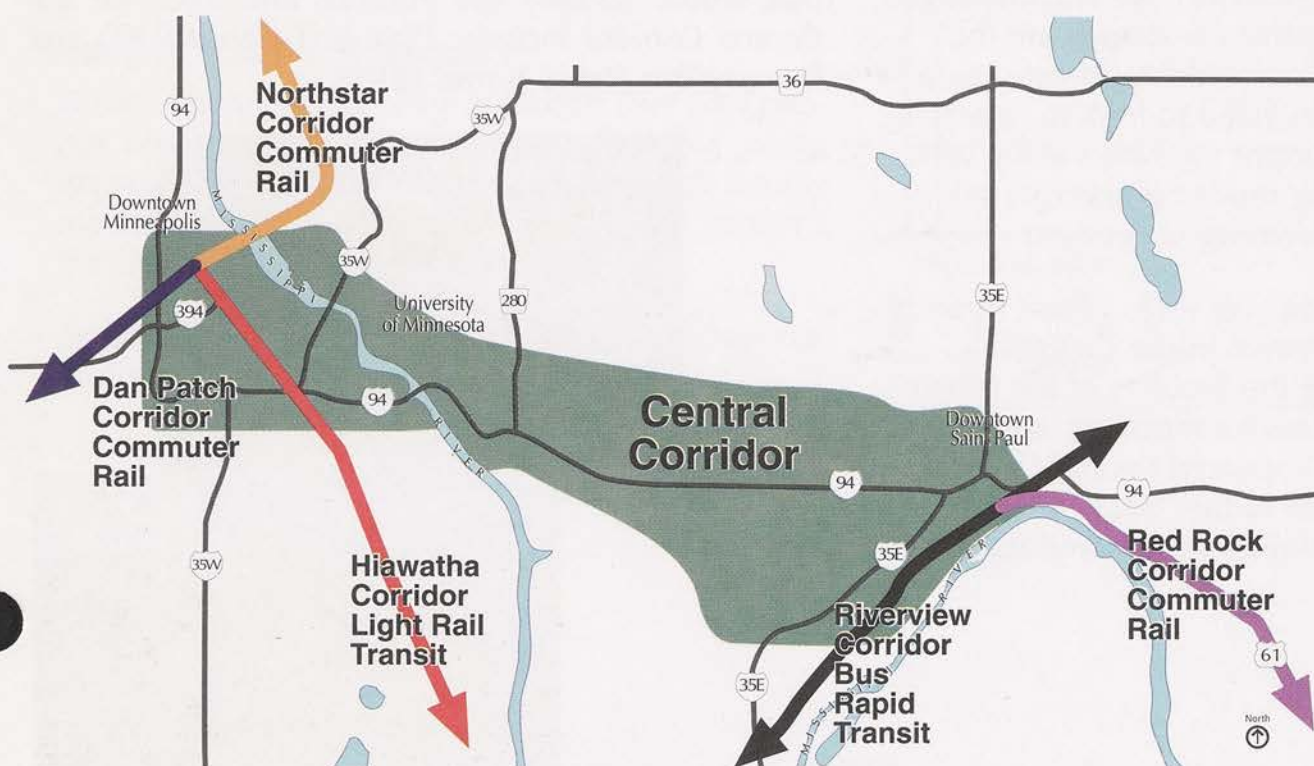
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- **Estimate and analyze** operating and maintenance costs, ridership demand and revenues.

During the development of the EIS, the Central Corridor Transit Project Team will work closely with the representatives of communities potentially affected by proposed project improvements. Several committees will review and provide input on the environmental and technical analysis. Workshops will be held to present information to affected neighborhoods. Communications with the public will continue through newsletters, the web site, and other public outreach efforts.

OPPORTUNITIES FOR CONTINUING PUBLIC INVOLVEMENT

You are encouraged to keep commenting, offering suggestions, asking questions and expressing your concerns during the "scoping" process and throughout the development of the EIS. We want to make sure that the development of our transportation system is discussed and decided in an open, collaborative and comprehensive process.

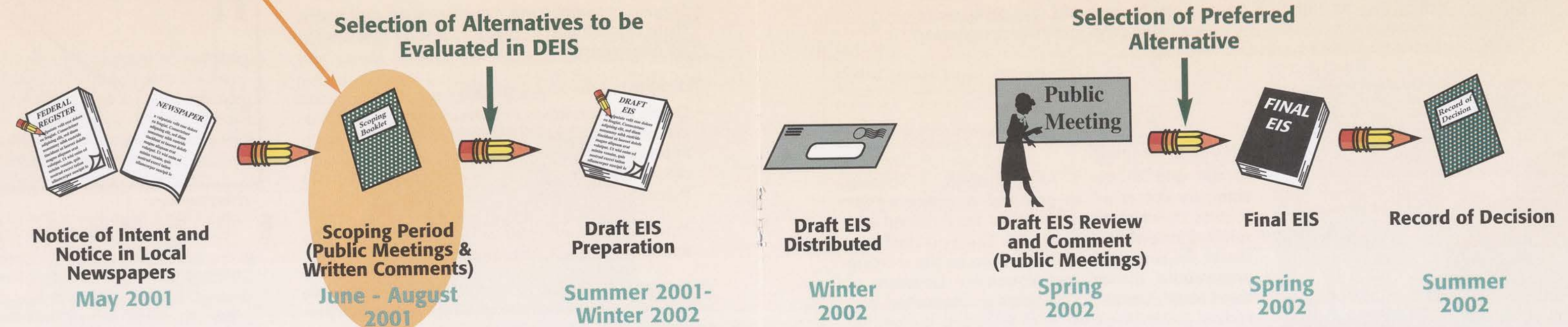


Ways to get involved:

- **Call:** (651) 266-2784
- **Fax:** (651) 266-2761
- **Web:** CentralCorridor.org
- **Email:** steve.morris@co.ramsey.mn.us
- **TDD:** 1(800) 627-3529
- Join us at neighborhood workshops and public meetings
- Invite a Central Corridor representative to give a presentation to your group, organization or business
- Add your name to the mailing list by calling or writing us at:
Steve Morris, Project Manager
Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

The Scoping Comment period closes on July 20, 2001. Please submit your comments prior to that date.

We Are Here



Workshops

Public Meetings

Web Site

Newsletters

Public Outreach

PUBLIC INVOLVEMENT

SCOPING PROCESS

What is Scoping?

The first step in the EIS process is called "Scoping". Scoping is a major part of the environmental and community impact assessment process. It is required by law in the National Environmental Policy Act (NEPA) so that the public and the appropriate governmental agencies are involved early in the decision-making process and can make sure that their concerns are addressed early in project planning. The Central Corridor Transit Project is complying with all federal and state regulations regarding the evaluation of the alternatives to provide needed transportation services within the Central Corridor.



Why is Scoping Important?

The purpose of scoping is to inform the public, elected officials, and governmental review agencies that the EIS process is beginning. In addition to initiating dialogue on the proposed transportation alternatives, scoping is instrumental in identifying issues to be considered and/or resolved during the Central Corridor EIS process.

At the Scoping meetings, the project team will explain the EIS process, describe the alternatives being considered, the benefits and impacts being evaluated during the EIS process, present the public involvement program and ask for ideas and comments from the audience. The environmental analysis will be developed to give an understanding of what is being proposed, how much it will cost, what benefits will be gained, and what impacts can be expected. The participants are welcome to address any aspect of the proposed project, including the alternatives to be studied (see page 7).



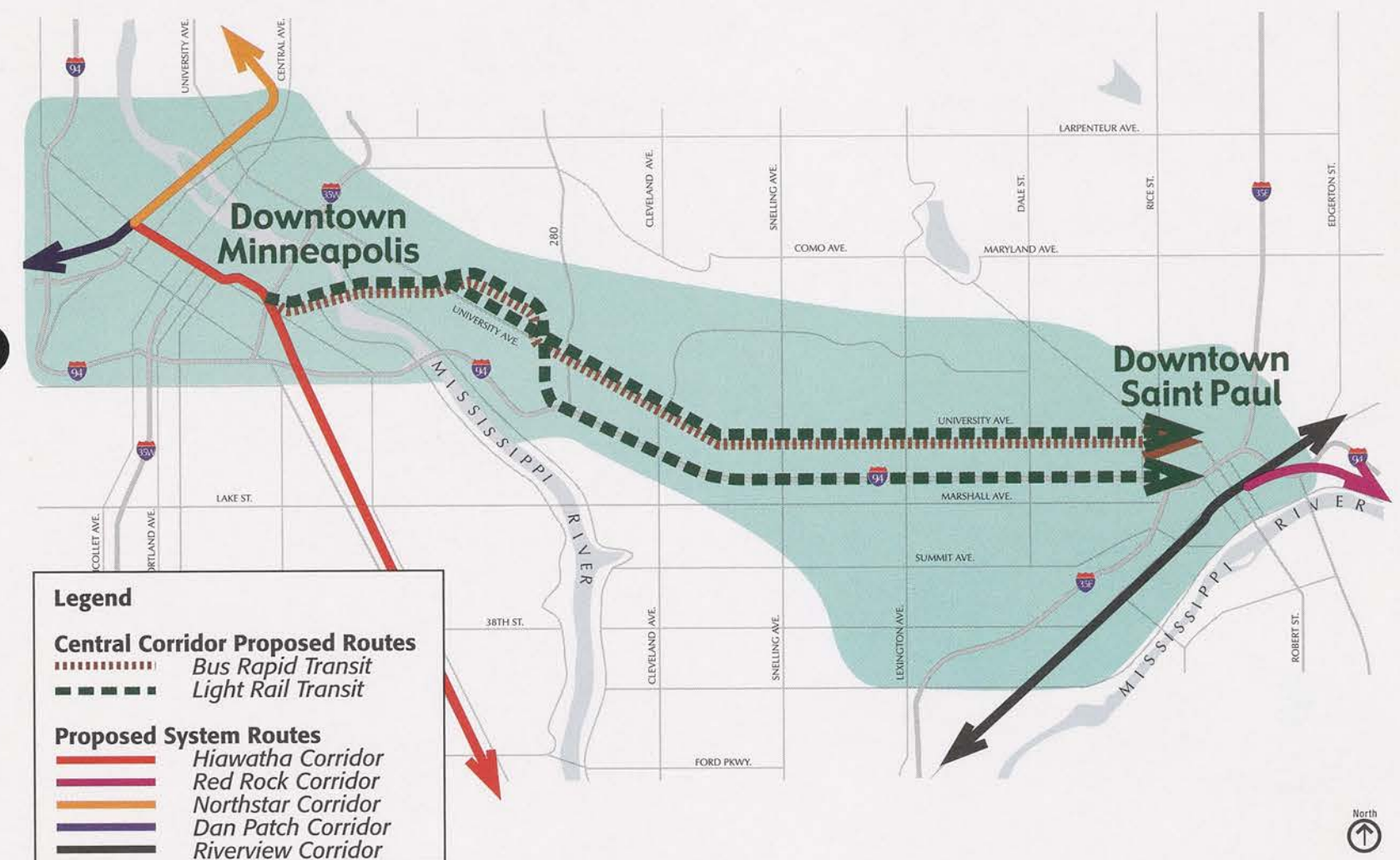
Results of Scoping

At the end of the Scoping process, a Scoping Summary Report will be prepared documenting the process by which the alternatives were refined and selected for evaluation in the EIS. The report will document the comments received, describe the meeting preparations, content and attendance. Decisions of the Central Corridor Coordinating Committee and Federal Transit Administration (FTA) and the refined scope of the project will also be addressed.

ALTERNATIVES TO BE STUDIED IN THE ENVIRONMENTAL IMPACT STATEMENT

The transportation alternatives currently proposed for consideration for the Central Corridor Draft EIS include:

- **No-Build Alternative** – No change to transportation services or facilities in the Central Corridor beyond already committed projects. This includes only those roadway and transit improvements defined in the appropriate agencies' Long Range Transportation Plans and Transit Development Plans for which funding has been committed.
- **Transportation System Management (TSM) Alternative** – Low cost transportation infrastructure and bus transit improvements for the Central Corridor. Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), bus operations and other TSM improvements will be included in this alternative.
- **Busway/Bus Rapid Transit (BRT) Alternative** – Service on exclusive right-of-way between downtown Minneapolis and downtown St. Paul on University Avenue.
- **Light Rail Transit (LRT) Alternatives** – Service between downtown Minneapolis and downtown St. Paul on either University Avenue or I-94.



Central Corridor Study Area/Route Map

A WORD ABOUT COMMUTER RAIL . . .

Although two commuter rail options were being considered during preliminary phases of the Central Corridor Transit Study, based on regional commuter rail connections and system planning, funding and operating agency responsibility; the evaluation of the commuter rail options will be deferred to a separate environmental document.

SHARE YOUR VIEWS

YOU ARE INVITED To attend one of the Scoping Meetings.

We want your input to define the options to be evaluated in the EIS; to identify the social, economic and environmental impacts to be evaluated; and to suggest alternative options that are less costly or have fewer environmental impacts while achieving similar transportation objectives.

The same project information will be presented at the following meetings.

Tuesday, June 26, 2001

Sheraton Midway
400 North Hamline Avenue
St. Paul, MN 55104

8:00 to 9:30 AM Public Meeting
2:00 to 4:00 PM Interagency Meeting



▲ Meeting site

Tuesday, June 26, 2001

Lifetrack Resources Job Search Center
709 University Avenue West
St. Paul, MN 55104

5:00 to 8:00 PM Public Meeting



Wednesday, June 27, 2001

Radisson Metrodome
615 Washington Avenue SE
Minneapolis, MN 55414

5:00 to 8:00 PM Public Meeting



Steve Morris, Project Manager

Ramsey County Regional Railroad Authority (RCRRA)
50 West Kellogg Boulevard, Suite 665
St. Paul, Minnesota 55102

Telephone: (651) 266-2784
Fax: (651) 266-2761
E-mail: steve.morris@co.ramsey.mn.us
TDD: 1 (800) 627-3529

4

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

August 6, 2001

Date

Board Action Requested

Red Rock Corridor Commuter Rail Feasibility Study.

DISCUSSION ONLY

Request Justification

See attached information. A presentation by RCRRA staff will occur at the meeting.

Budgeting and Accounting

Vern Wellage 8/7/01

County Attorney

Dick MacIntyre

Risk Management

Documentation certified complete for:

September 25, 2001

Board Date

Kristine A. Longhenny
Signature

8-6-01

Date

Final Report



Red Rock Corridor

COMMUTER RAIL FEASIBILITY STUDY



Submitted to:
Red Rock Corridor Commission

July 26, 2001

Prepared by:

PARSONS
TRANSPORTATION GROUP



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Executive Summary



Introduction

The Red Rock Corridor Commission (RRCC) was established in 1998 by agreement among the county regional rail authorities, cities and towns along the Corridor. The RRCC was created to provide leadership and direction to a process that would systematically address the transportation needs of the Red Rock Corridor. The first step of the process was to undertake a Phase One Commuter Rail Feasibility Study (started in January 2000) that would evaluate the constraints and opportunities of operating commuter rail service in the Red Rock Corridor. Through the course of the Phase One Study, the Red Rock Corridor Commission (RRCC) directed several Technical Studies that address the question of whether commuter rail service is feasible.

The Final Report is organized to present the major findings of the Technical Studies with a determination of feasibility and a discussion of next steps to be taken by decision-makers in the planning and project development process for commuter rail and transit service.

The Red Rock Corridor Feasibility Study employed a comprehensive and open process involving communities and the general public to develop multi-modal transportation strategies to improve mobility and safety in the Corridor.

An internet web site was created to provide more detailed and timely project information for review. The site is interactive allowing for questions and comments and also includes a survey.

The web site address is <http://www.redrockrail.org>

Description of the Corridor

The Red Rock Corridor extends approximately 30 miles from Hastings to downtown Minneapolis. The Red Rock Corridor has regional, statewide, and national significance as a primary transportation route for automobile, truck, and rail travel. The Corridor includes Trunk Highway (TH) 61, a principal arterial and part of the national scenic highway system.

The study area as shown in the system map consists of an alignment on two segments that converge at a central ("midpoint") location in downtown St. Paul as follows:

- The 11-mile long west corridor segment is between downtown St. Paul and downtown Minneapolis with a connection assumed via the Burlington Northern Santa Fe (BNSF) - Southern alignment. The BNSF-South alignment was assumed because this is the route recommended in the Mn/DOT *Commuter Rail System Plan*, but further analysis will be needed to determine the exact

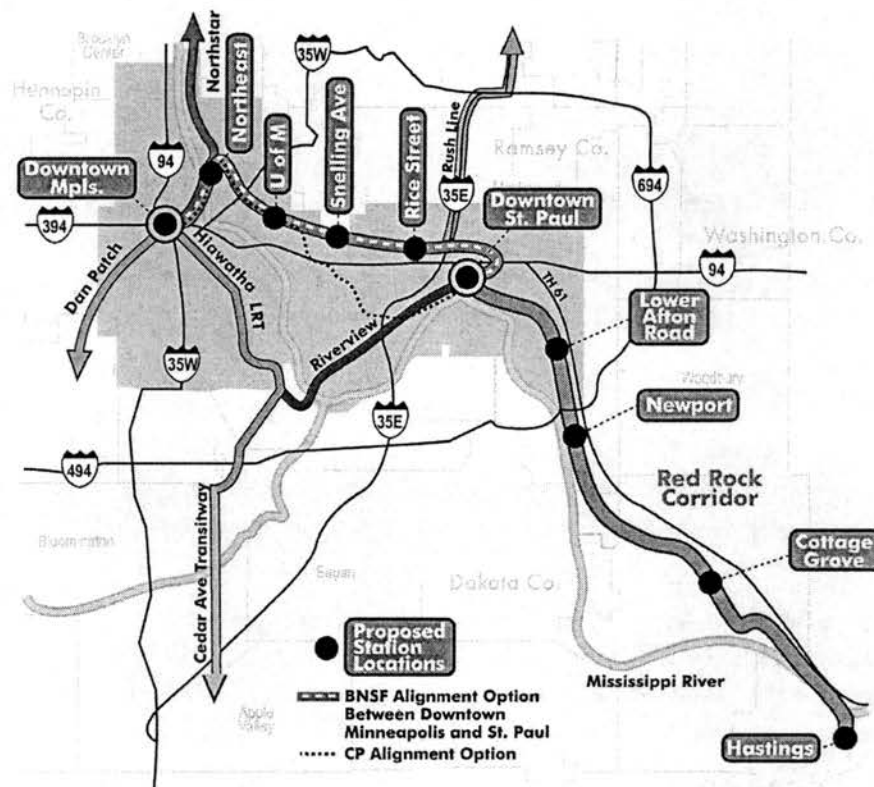


Executive Summary

commuter rail route. Passenger station stops would be provided at downtown St. Paul, Rice Street, Snelling Avenue, University of Minnesota, northeast Minneapolis, and downtown Minneapolis.

- The 19-mile southeast corridor segment is between downtown St. Paul and Hastings and west of TH 61 along the set of rails operated by the BNSF and Canadian Pacific (CP) Railway. Passenger station stops would be provided at Hastings, Cottage Grove, Newport, Lower Afton Road, and downtown St. Paul.

Red Rock Corridor Commuter Rail System Map



The system map also shows important multi-modal connections with other transit projects that are being planned in the Twin Cities region, such as the Northstar commuter rail, Riverview busway, Rush Line transit, and the Hiawatha light rail (under construction, opening for service in the Fall 2004).



Purpose and Need

While there has been public mass transit service within the Red Rock corridor, it has been largely constrained to incremental increases in bus route capacity and enhancements to transit operations that reduce travel time. Highway capacity has been the predominate feature of the transportation investments that has served South Washington County to date.

Most of the growth in population and employment over the next 20-years will occur in the region's rapidly developing suburbs. This trend provides an opportunity to expand and integrate transportation services and facilities through a multi-modal strategy that includes: commuter rail, light rail transit, express bus and park-and-ride service, exclusive busways, and bus-only shoulders.

The need for transportation facilities and services along the Red Rock corridor is summarized as follows:

1. The demand for transportation facilities outpaces the "committed" transportation system. Despite enhancements and reconstruction of TH 61, peak-hour travel and average daily traffic volumes are growing. Commuter rail service provides relief to regional highway programming and congestion levels.
2. Regional corridor planning and proposed investment in commuter rail and other transit services necessitates a connection to the Red Rock Corridor. In particular, the Central Corridor project, which is analyzing transit opportunities between the two downtowns, provides a critical connection to downtown Minneapolis. The potential for multi-modal service integration exists throughout the Twin Cities metropolitan area.
3. There is not a corridor-wide, transit or multi-modal transportation choice available that is timely. Projections for commuter rail system indicates that rail passenger service outperforms, and provides a travel-time savings of up to 7 minutes compared to existing bus transit service.

Goals of the Project

The Red Rock Corridor Commission supports a regional principle to provide efficient transportation facilities to accommodate expected growth in a sustainable manner, while preserving the mobility that makes such growth possible. In meeting this principle, the Red Rock Corridor Commission promotes the following six goals:

1. Improve mobility and access for personal travel and goods movement.
2. Coordinate transportation investments to provide for a seamless, integrated regional multi-modal transportation network.
3. Encourage the implementation of transit supportive development.
4. Promote positive environmental impacts.



Executive Summary

5. Support a stable and reliable capital and operating funding source for transportation investments.
6. Improve safety conditions for vehicular traffic and pedestrians.

Alternatives Analysis

The objective of the Alternatives Analysis was to document a systematic process that was carried out to identify and evaluate potential transit technology and intelligent transportation system (ITS) applications that would meet the Purpose and Need, and thereby should be considered and incorporated into transit system alternatives in the Red Rock Corridor.

The screening of transit system alternatives was accomplished by comparing the physical characteristics of transit technologies with conditions and constraints in the Corridor.

The following conclusions were reached as a result of the technology screening process:

- Transit system should be capable of speeds 30 mph or greater
- Basic vehicle passenger capacity should be:
 - 7 to 24 for circulator service
 - 25 to 220 for line haul service
 - 221+ for commuter rail service
- Operated in mixed traffic for bus
- Power supply should be self-contained
- Propulsion should be diesel or hybrid diesel/electric
- Control/Communication should be manual
- Vehicles can be single, articulated or capable of being combined into trains
- Suspension should be rubber tire or rail

The transit technologies that meet criteria from the evaluation process include the following:

- Local and express Bus
- Advanced bus
- Commuter rail



As an additional check, a review was made to verify that the above recommended transit technologies are consistent with and supportive of the goals and objectives for the Red Rock Corridor Commission. It was concluded that implementation of the recommended transit technologies would, in fact, serve to achieve the goals and objectives for the Corridor.

Based on the alternatives analysis and technology screening, commuter rail was selected as the locally preferred alternative (LPA) because it:

- Provides reliable and high-capacity, fixed guideway service on existing railroad infrastructure;
- Can be fully integrated with other commuter rail systems in the Twin Cities region;
- Can be complemented with feeder and circulator bus transit service; and
- Achieves economic development and transit-oriented development objectives.

The LPA/Build Alternative for the Red Rock Corridor project would establish passenger commuter rail service on the existing Burlington Northern Santa Fe (BNSF) and Canadian Pacific (CP) railroad tracks between downtown Minneapolis and Hastings. Establishment of commuter rail service will require rail capacity and signaling improvements along the existing railroad. As proposed, five passenger stations would be located between Hastings and downtown St. Paul, and another five stations would be located from downtown Minneapolis to downtown St. Paul. The stations would be constructed adjacent to the tracks and each station would include bus waiting areas and passenger boarding facilities. The alternative includes a feeder bus system that would establish new bus routes and reorient existing bus service to feed the commuter rail stations. Many of the stations would include parking within the immediate station area.

On December 7, 2000, the Federal Transit Administration (FTA) issued new guidelines (49 CFR Part 611) for new start transit projects that require two alternatives to be considered in the process of preparing an Alternative Analysis (AA) and environmental documentation. Matching the transit technologies found appropriate for the Corridor with the federally mandated scenarios results in the following transit system alternatives:

- Baseline - including existing, planned facilities, and low capital-intensive improvements such as conventional, express and advanced bus transit service.
- Build - based on a major capital investment such as commuter rail passenger service.

It is recommended that these same alternatives should be used in the process of preparing the alternative analysis, environmental documentation, and undertaking preliminary engineering (PE) for the Red Rock Corridor Project.



Executive Summary

Station Area Planning

The effective design and location of stations will be a major factor in the eventual success of the proposed Red Rock Corridor commuter rail line. The commuter rail stations and supporting facilities provide the interface between the trains and the passengers who will use the service. Successful commuter rail stations need to exist compatibly within the framework of each city where they are proposed.

There are a number of tools and a range of options to be pursued by the Red Rock Corridor Commission and local jurisdictions to implement commuter rail facilities and transit-oriented development (TOD) around commuter rail stations. Issues such as land assembly for commuter rail facilities and transit-oriented development projects are essential prerequisites for the successful operation of a commuter rail system.

Local governments may facilitate TOD by amending long-range land use and Comprehensive Plans, regulatory ordinances and similar policy documents. The most important land use and planning tools are:

- Comprehensive plan amendments
- Station Neighborhood development plans
- Land use plans
- Zoning regulations
- Subdivision regulations

Commuter Rail Service Plan

Service Concept

The proposed operating schedule for the Red Rock Commuter Rail system would provide weekday peak hour (two-hour peak periods in the morning/evening) operation of ten daily trains supported by feeder bus service every 30-minutes between Hastings and downtown Minneapolis - four trips in each direction plus one reverse-commute trip in each direction.

Commuter trains would share BNSF/CP freight trackage and contribute track and signal upgrades. A connection into downtown Minneapolis from St. Paul is assumed via the BNSF-South alignment segment. Stops would be provided at Hastings, Cottage Grove, Newport, Lower Afton Road, downtown St. Paul, Rice Street, Snelling Avenue, University of Minnesota, northeast Minneapolis, and downtown Minneapolis. The Red Rock service will connect to Northstar Commuter Rail service and an extended Hiawatha LRT line at a joint inter-modal station in downtown Minneapolis, and the Saint Paul Union Depot "hub" with a potential convergence of bus rapid transit, light rail and commuter rail service.



The main service concept designs are:

- Service will be provided by modern diesel-electric locomotives propelling double-decked passenger cars in push-pull operation.
- An operating crew of two persons - an engineer and a conductor, will run trains.
- Americans with Disabilities Act (ADA)-compliant access to trains for persons with mobility impairments will be provided by means of small ramps deployed conductors.

Demand Forecast

Commuter rail ridership was forecast for service operating between downtown Minneapolis and an end-of-line station in Hastings. Daily ridership along the Red Rock Corridor is estimated at 5,885 riders including an estimated 4,200 new riders per weekday in year 2020. About 60 percent of that ridership is attributable to the segment of the Red Rock Corridor with an origin or destination at Hastings, Cottage Grove, Newport or Lower Afton Road.

Rolling Stock

Based on the service concept and ridership forecast noted above, and consideration of projected passenger loads, it is anticipated that the Red Rock Corridor commuter rail service fleet should consist of the following:

Locomotive with Head End Power Unit Engine (includes one spare)	5
Bi-Level Coach Cab Cars (includes two spares)	6
Bi-Level Coach Cars	12
Total Fleet	23

Maintenance and Layover Facilities

Two types of facilities are proposed: Maintenance and a Layover Facility. The former is a facility for storage of the fleet, fueling and servicing, and routine maintenance and running repair of locomotives and cars, and would be located at a site to be determined. The site should be conveniently located near the Corridor.

The end-of-the line Layover Facility proposed for a location in Hastings will have the capacity to store trains over night for initial morning dispatch. The facility will also provide storage for off-peak periods during the day.

Capacity Improvements

The Red Rock Corridor service will be operated over the mainline tracks of the CP Rail Road and BNSF Railway, both major freight facilities that also accommodates



Executive Summary

daily long-distance Amtrak service. Commuter rail would share the existing tracks with 20 to 60 freight trains a day. To support passenger rail service without unduly burdening the railroads ability to operate its freight service, capacity improvements will be implemented as part of the overall Red Rock Corridor Rail Project. The extent and scope of those improvements will be decided at a later phase of the project, but the following are typical track and signal improvements:

- Double tracking where single tracks now exist;
- Increasing track capacity at select locations;
- Additional crossovers;
- Sidings at select locations; and
- Signal system improvements.

The approximate location of the track and signal improvements are near Hastings, St. Croix Tower, Newport-Dunn, and the St. Paul Union Depot. Additional capacity improvements may be needed for a commuter rail alignment between downtown St. Paul and downtown Minneapolis.

Financial Analysis

Capital Costs

The total estimated cost for the Red Rock Corridor commuter rail service is \$261.6 million (in 2001 dollars) and \$421.8 million (in 2010 dollars). These costs are a preliminary estimate and are subject to refinement as additional information is gathered. The capital costs include potential elements that could be jointly used by other transit systems, such as Saint Paul Union Depot station, Maintenance & Operations Facility, and portion of a commuter rail vehicle fleet.

Operating and Maintenance Costs

The annual operations and maintenance costs for commuter rail service (and associated feeder bus) from Hastings to downtown Minneapolis was estimated at \$7.9 million (in 2010 dollars).



Environmental Analysis

A preliminary assessment of environmental constraints and opportunities was completed along the Red Corridor from Hastings to downtown St. Paul. This assessment identified several potential impact categories that merit further attention during future environmental review to occur at the next phase of the project. In sum, no environmental issues - based on existing data - were identified that would preclude the operation of commuter rail service along the southeast corridor segment.

Recommendations and Next Steps

The goals and objectives established by the Red Rock Corridor Commission guided the study and highlighted the fact that the ability to properly engineer and construct the needed improvements is not the only factor in determining commuter rail feasibility. Determining feasibility weighs several factors such as affordability, availability of funding sources, environmental impacts, land use and development potential, ability to operate passenger rail service within an active freight corridor, and community acceptance.

Overall, the magnitude and extent of the technical issues studied during the Phase One Study do not indicate a "fatal flaw" nor preclude advancement to the next phase of project development. Thus, it is recommended that the Red Rock Corridor Commuter Rail Project is a viable transportation option that should be advanced to Phase Two of implementation.

This recommendation is substantiated by the following findings:

- The projected weekday ridership of 5,900 passengers (year 2020) is at a reasonable level and comparable to commuter rail ridership from other systems in North America.
- At an estimated \$14 million per mile (in 2010 dollars), the physical improvements can be made at a reasonable cost compared to other transportation alternatives for the Corridor, and the projected costs are comparable to similar systems in North America.
- The estimated annual operating and maintenance costs are reasonable and comparable to those of other commuter rail systems.
- The estimates of one-time capital and annual operating costs are reasonable and fundable. Several federal and local funding arrangements can be pursued to finance the commuter rail system.
- The physical improvements such as tracks, signals, and stations facilities can be made without too much difficulty and will provide adequate operational capacity along the Corridor.

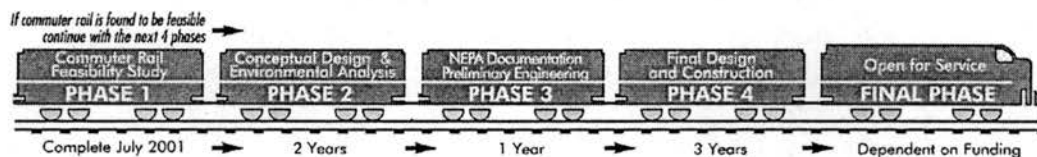


Executive Summary

- There were no environmental issues identified that would preclude the project, but further study is needed to confirm this in subsequent phases of the project.
- There is general acceptance of the commuter rail project in communities and neighborhoods along the Corridor.
- The commuter rail stations can be designed, constructed and operated that are compatible with local community policies, requirements and preferences.
- The Phase One Feasibility Study process and technical studies supported the goals of the Red Rock Corridor project.

In summary, based on the results and findings of the Phase One Commuter Rail Feasibility Study, it is recommended that the Red Rock Corridor Commuter Rail Project be advanced to Phase II of implementation. This recommendation is consistent with the previous Mn/DOT recommendation of feasibility for Commuter Rail in the Red Rock Corridor contained in the Commuter Rail System Plan (February 2000) for the Twin Cities' region that identifies the Red Rock Corridor as a high commuter rail priority. In addition, the recommendation also supports the Metropolitan Council's Transit 2020 Master Plan (February 2000) and Transportation Policy Plan (December 2000) that targets the Red Rock Corridor to be the second commuter rail corridor in operation after the Northstar Corridor.

The completion of the Commuter Rail Feasibility Study constitutes the end of Phase One for the project. The remaining implementation phases with a proposed timeline are illustrated as follows:



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

September 18, 2001
Date

Board Action Requested

Rush Line Corridor Transit Study Draft
Executive Summary

DISCUSSION ONLY

Request Justification

See attached Draft Executive Summary. A presentation by RCRRA staff will occur at the meeting

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 25, 2001

Board Date

Kristine A. Longhenny
Signature

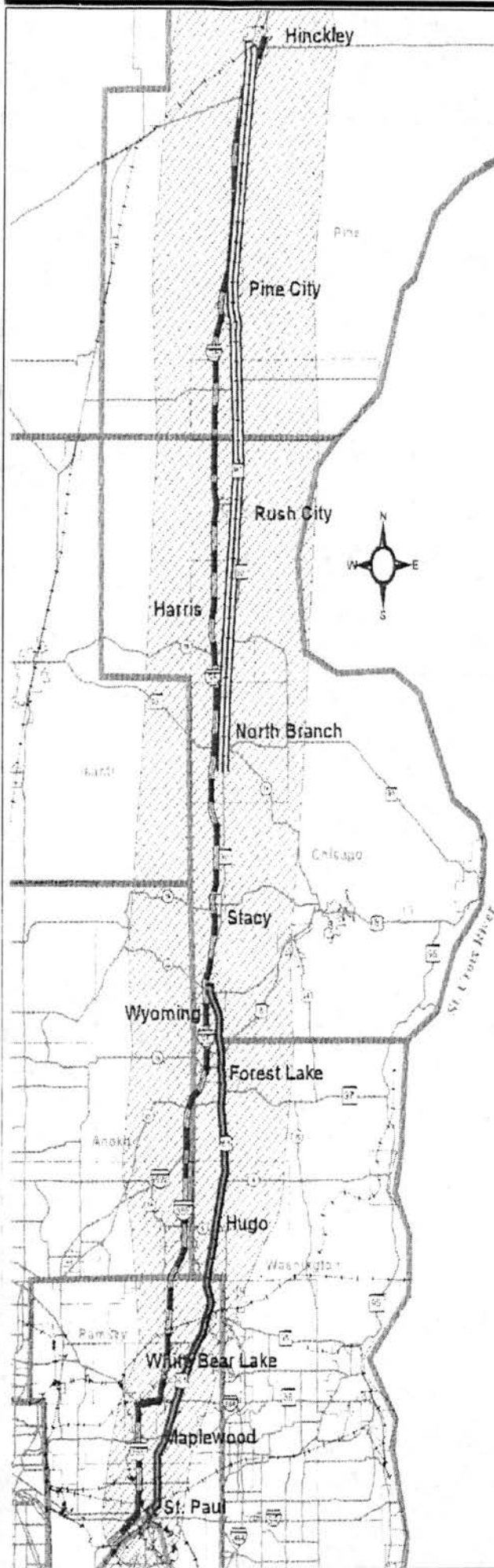
September 18, 2001
Date

RUSH LINE CORRIDOR TRANSIT STUDY

DRAFT EXECUTIVE SUMMARY

**Rush Line Corridor
Task Force**

August 2001



RUSH LINE CORRIDOR TRANSIT STUDY DRAFT EXECUTIVE SUMMARY

Project Sponsors:

Rush Line Corridor Task Force

CHISAGO COUNTY, Tom Delaney, County Commissioner
FOREST LAKE, Judy Bull, Council Member
HARRIS, David Christian, Council Member
LITTLE CANADA, Beverly Scalze, Council Member
MAPLEWOOD, Ken Collins, Council Member
PINE COUNTY, Alan Hancock, County Commissioner
RAMSEY COUNTY, Victoria Reinhardt, County Commissioner
RUSH CITY, Bill Schneider, Council Member
WASHINGTON COUNTY, Dennis Hegberg, County Commissioner
WHITE BEAR LAKE, Chuck DeVore, Council Member
WHITE BEAR TOWNSHIP, Tom Riedesel, Town Planner
WYOMING TOWNSHIP, Donald Waller, Township Officer

Prepared By:

Parsons Brinckerhoff Quade & Douglas, Inc.
Short Elliott Hendrickson, Inc.
C.J. Olson Market Research, Inc.
Richardson, Richter & Associates, Inc.

For more information on this project, please contact:

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Fax: 651-266-2761

EXECUTIVE SUMMARY

The Rush Line Corridor, as shown in Figure 1, as it extends north from downtown St. Paul, generally following I-35E, I-35, and Trunk Highway 61 to Hinckley, is a rapidly growing Corridor. Many cities and townships located along the Corridor are experiencing a tremendous increase in population and the roadways leading into the Twin Cities are becoming more congested. With population projections predicting more growth to come, now is the time to plan for that growth and to offer current and new residents transportation choices.

To develop a coordinated approach for addressing existing and future transportation problems and transit opportunities, the jurisdictions in the Rush Line Corridor formed the Rush Line Task Force through a joint powers agreement. The Rush Line Task Force includes the Regional Railroad Authorities of Ramsey, Washington, and Chisago Counties, Pine County, the City of Forest Lake, Harris, Little Canada, Maplewood, Rush City, and White Bear Lake, White Bear Township, and Wyoming Township.

The Task Force conducted a study to answer the following questions:

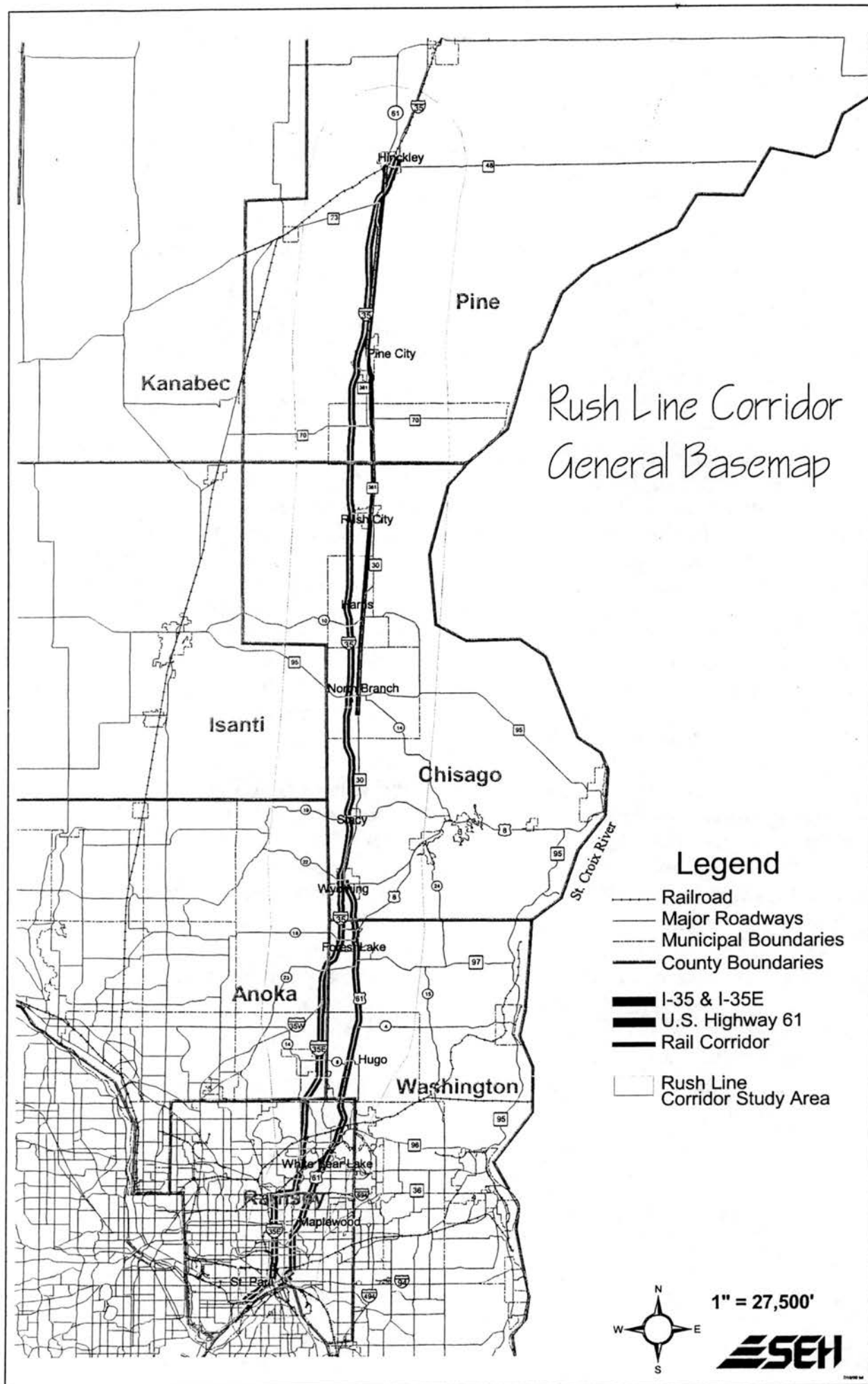
- What interim and long-term transit improvements should be made in the Corridor?
- How can recreation trails be preserved in rights-of-way that will also be used by transit?
- How can land use and transportation decisions by Corridor cities, towns and counties be coordinated?

Transit, for the purposes of this study, is defined as carpooling, vanpooling, bus and rail transit. It also includes facilities for transit, such as park-and-ride/pool lots, transit stations/stops, bus shoulders, bus traffic signal priority, and transit marketing. Busway is defined as an exclusive travel lane or roadway. Commuter rail is passenger rail service that typically operates on existing freight railroad right-of-way or other exclusive right-of-way, usually between a central city, its suburbs, and/or another central city.

A. Understanding Corridor Problems

The Task Force identified the following problems in the Corridor:

- An increase in travel resulting in highway congestion;
- The planned reconstruction of I-35E/I-694;
- The limited travel options currently available; and
- Assuring the co-existence of recreation trails with transit.



Population is predicted to increase 24 percent and employment to grow by 27 percent. A staggering 45 percent growth in work trips in the more urbanized portion of the Corridor is also predicted. With population and economic development comes an increase in traffic. With one interstate and one major highway extending north from the metropolitan area and population growth along the Corridor, it is no surprise that these roadways are becoming more and more congested.

The proposed reconstruction of I-35E/I-694, or "Unweave the Weave" as it is commonly referred to, will further congest the Corridor during the construction period. With bridge replacement included, that construction could begin as early as 2002 and continue through 2007, with the majority of work happening after 2004.

If there were more travel options for users of this Corridor, the impacts of the I-35E/I-694 reconstruction project might not be so great. However, there are limited travel options available for users of the Rush Line Corridor. Metro Transit provides transit service in southern portions of the Corridor, but its financially constrained service is limited in coverage and frequency. Aside from limited transit service provided by counties, dial-a-rides, and elderly/disabled systems, there is virtually no public transit in the mid and northern portions of the Corridor. Two transit hubs, both in shopping centers, are located in the Rush Line Corridor: Maplewood Mall in Maplewood, and Hillcrest Center in North St. Paul. Several park-and-ride/pool facilities are located in the Rush Line Corridor, with the majority of facilities located adjacent to I-35E and US-61. Expansion of park-and-ride facilities in the southern portion of the Corridor is needed to accommodate additional transit riders.

Railroad tracks are in place in many sections of the Corridor, and are currently in use for limited-service freight operations in some segments. Other segments of railroad right-of-way have been abandoned and purchased by county regional railroad authorities. These linear rights-of-way have been converted to use as recreation trails and transit will be located there alongside trails in the future. The trails include:

- Bruce Vento Regional Trail located on Ramsey County Regional Railroad Authority (RCRRA) right-of-way
- Hardwood Creek Regional Trail, located on Washington County Regional Railroad right-of-way
- Sunrise Prairie Trail, located on Chisago County Regional Railroad right-of-way

The coexistence of trails with transit in the same Corridor was a priority of the Task Force. The Task Force decided that future transit options studied in the abandoned railroad rights-of-way should accommodate the coexistence of trails.

B. Corridor Goals

The understanding of the Corridor problems led to the development of goals. They are:

Transportation Mobility

Goal 1: Increase transit ridership and reduce auto dependency.

Goal 2: Reduce travel delays and congestion in the Corridor.

Goal 3: Develop transit improvements consistent with public support and public policy direction.

Economic Development

Goal 1: Improve access to Corridor jobs and activity centers.

Goal 2: Encourage and shape appropriate development and land use.

Environment

Goal 1: Preserve and enhance natural and cultural resources.

C. Public Opinion

Public involvement and opinion were an important element of the Rush Line Corridor Transit Study. The public involvement process was designed to provide two-way communication with state and local officials, transportation operators, transportation advocates, business groups, and the general public in a proactive process.

As part of the study, both qualitative (focus groups) and quantitative (telephone survey) market research was performed. The objective of the focus groups was to identify issues regarding public perceptions of current transportation services in the Rush Line Corridor, as well as to obtain attitudes toward alternative transit modes for future planning.

Focus groups

Three focus groups were conducted in April 2000 that included participants in three categories: general public, employers, and professionals/community leaders. The key findings from the focus groups included: most participants drive to work alone; they suggested more frequent buses and tighter security on the buses; felt commuter rail and light rail transit were attractive transportation alternatives; and would support public funding for transportation in the Corridor.

Telephone Survey

A telephone survey was conducted to determine the public's perception of current transportation services and needs in the Rush Line Corridor, and to identify attitudes toward alternative modes for future planning for the area. The perception of respondents was that the current transit services in the Corridor are barely adequate and that traffic congestion is a problem. The most important theme was getting people to jobs. When looking into the future, they want more than wider freeways in

the Corridor. One out of four wants to see additional lanes on the roadways they travel, but one out of five would envision commuter or light rail also.

Other Activities

Other public involvement activities included Task Force and Steering Committee meetings, a website (www.rushlinecorridor.com), two newsletters, and three workshops designed to provide information on the study and solicit feedback on the proposed interim improvement recommendations and alternative long-term transit modes, and four open houses to present information on the study, including the interim and long-term transit alternatives, and to answer questions and solicit feedback on the study and its recommendations. Also, a panel of transit experts from around the country toured the Rush Line Corridor. They provided their perspective on the Rush Line Corridor and lessons learned based on their experience planning and implementing major transit facilities in other areas of the country.

D. Basis for Recommended Improvements

When developing potential interim and long-term transit improvements for the Rush Line Corridor, the following conditions were considered:

- The Rush Line Corridor will host one of the Twin Cities' worst bottlenecks when reconstruction of the I-35E/I-694 common section begins within the next five years.
- The Rush Line Corridor is the primary northeast transportation gateway into the Twin Cities metropolitan area, with growth in population/employment and traffic projected to accelerate over the next 20 years.
- North-south transit service in the Corridor is limited, with fixed-route service provided primarily in the southern portion of the Corridor.
- Transit service in the northern portion of the Corridor is primarily demand-responsive, small-vehicle service provided by host counties, with no through service to the southern portion of the Corridor.

The development of the proposed transit improvements is based on the philosophy that transit opportunities in the Corridor should be linked into a package of services and facilities that assist in accomplishing the following:

- Ensuring the coexistence of trails and other interim uses of right-of-way preserved for long-term transit use
- Providing alternative transportation mobility options during reconstruction to relieve the traffic bottleneck conditions on the I-35E/I-694 common section
- Building Corridor transit ridership that will provide an enhanced basis for long-term improvements
- Developing advantages for transit in an otherwise single-mode, auto-oriented Corridor, including a "gateway" image of high quality, attractive transit service into the Twin Cities

- Acknowledging the Corridor as the terminal segment of an interregional corridor extending to Duluth, with growth and reverse-commute opportunities projected to accelerate over the next 20 years.

E. Co-existence of Trails and Transit

All interim and long-term transit alternatives assume that trail use remains in the Corridor. In the majority of the Rush Line Corridor, the joint use of the former railroad right-of-way by trails and proposed fixed guideway transit options (busway and commuter rail) is possible. There are constrained sections that would require either additional right-of-way or the relocation of the trail within the Corridor. In either case, a continuous trail would be provided along existing trail sections. The development of a continuous north-south trail is also possible in conjunction with the implementation of the fixed guideway options. New trail sections can be developed for approximately \$310,000 per mile (excluding right-of-way and structure costs).

F. Interim Transit Improvements

Proposed interim transit improvements include capital, service and institutional recommendations. Corridor jurisdictions, as well as the region and the state, are encouraged to initiate planning for these transit improvements, including budgeting appropriately within individual jurisdictional planning and capital programming.

Capital Improvements

Capital improvements include new transit facilities sited following local evaluation processes in White Bear Lake and Forest Lake, expanding the Maplewood Mall Transit Center, expanding a park and ride lot on Highway 61/County Road C, and establishing three new park and pool lots in North Branch, Pine City, and Hinckley. Other capital improvements include bus shoulders, High Occupancy Vehicle (HOV) exclusive on-ramps or bypasses, and intelligent transportation system projects such as real time information signs (to let transit riders know what time their bus will be at their stop), Automatic Vehicle Locator (AVL allows operator-dispatcher map displays of real-time vehicle position, emergency alarms with covert monitoring, route adherence, schedule monitoring, and passenger information systems with real-time bus schedule data), signal priority (which would tell the local traffic intersection controller to either extend the green phase for bus traffic signal priority or to insert a green phase for bus pull-out re-entry), bus emergency alarms and video cameras at park and ride lots.

Service Improvements

Service improvements include expanding express bus service and connecting bus service with proposed express routes, and park and pool lots. In addition, it is recommended that marketing of commuter services throughout the Corridor be improved.

G. Long-Term Improvements

Three transit modes were considered for long-term improvements for the Corridor: express bus on shoulders, busway and commuter rail.

Express Bus on Shoulders



Express Bus Service on
Freeway Shoulder

Express bus on freeway shoulders can operate a portion of its route without stops on freeway shoulders. This system can incorporate off-line stations with park-and-ride lots, bus-only ramps and queue bypasses, and exclusive or semi-exclusive roadways. Bus vehicles can be diesel or alternative fueled, low or high floor (a low floor is generally at curb level, easing boarding for riders in wheelchairs or with disabilities), with varying capacities (typically standard 40-foot buses, articulated buses, and over the road coaches).

For the Rush Line Corridor, it is proposed that new express bus use I-35E/I-35 shoulders extended north from St. Paul to County Road 22 in Wyoming. Express bus use on I-35E/35 shoulders involves widening the existing outside shoulders and increasing the shoulder depth. Bus shoulder lanes on I-35E north to Hwy 96 and on Hwy 61 are also recommended in the Interim rather than Long-Term.

Express Bus on Shoulders				
Number of Routes	Route Frequency	2020 Daily Ridership	Capital Cost	Annual Operating & Maintenance Cost
6	30 min. during peak	1,200	\$18 million	\$1.8 million

Busway

A busway is an exclusive travel lane or roadway. Busway vehicles can be diesel or alternative fueled, low or high floor, with varying capacities (typically standard 40-foot buses and articulated buses). Once leaving the exclusive busway facility, buses can operate in mixed traffic as typical bus routes. Two busway alternatives on exclusive guideway terminating near downtown St. Paul were examined in the study. Buses would continue into downtown St. Paul on local streets. Both White Bear Lake and Wyoming were considered for a northern terminus. The busway alternatives would use the same right-of-way as the eastern alignment for the commuter rail alternatives, or the RCRRA and Burlington Northern Santa Fe (BNSF) right-of-way. There were areas where modifications would have to



Pittsburgh Busway

be made due to right-of-way constraints. This could involve co-existence of freight and buses in the same right-of-way or using local streets for the constrained areas.

Busway				
Number of Routes	Route Frequency	2020 Daily Ridership	Capital Cost	Annual Operating & Maintenance Cost
6*	10 min. during peak 15 min midday	8,100** (to WBL)	\$189 m to Wyoming \$95 m to WBL	\$7.8 m to Wyoming \$6 m to WBL**

*Plus Changes to Existing Bus Routes

**From MnDOT Twin Cities Exclusive Busway Study

Commuter Rail

Commuter rail is passenger train service that typically operates on existing freight railroad right-of-way or other exclusive right-of-way, usually between a central city, its suburbs, and/or another central city. Commuter rail is either diesel or electric powered, with trains that consist of multiple cars that are either locomotive-hauled or self-propelled. Several commuter rail alternatives were examined, all of which had a southern terminus in downtown St. Paul at St. Paul Union Depot. Potential locations for the northern terminus of the commuter rail line include municipalities between White Bear Lake and Hinckley. Two alternate commuter rail alignments were considered between White Bear



Dallas Self-Propelled Diesel Commuter Rail [Diesel Multiple Unit (DMU)]

Lake and downtown St. Paul. A western alignment using Burlington Northern Santa Fe (BNSF) and Canadian Pacific (CP) railroad right-of-way and an eastern alignment using RCRRA and NBSF rights-of-way were examined. All alternatives assume trail use remains in the Corridor. Feasibility for commuter rail was examined. Several vertical clearances and grade crossings would need to be modified, and there are areas where small amounts of right-of-way would need to be acquired.

Commuter Rail				
Number of Routes	Route Frequency	2020 Daily Ridership	Capital Cost (in millions)	Annual Operating & Maintenance Cost
1	30 min. during peak	2,600 to Hinckley 2,400 to Wyoming	\$368-395 to Hinckley \$276-303 to Rush City \$163-190 to Wyoming \$155-182 to For. Lake \$90-117 to WBL	\$3.1 m to Hinckley \$1.4 m to Wyoming

In comparing the long-term transit alternatives, the Express Bus on Freeway Shoulders Alternate is the lower capital cost alternative at \$18 million (excluding

overpass reconstruction), as compared to the busway and commuter rail alternates which ranged from \$90 to \$400 million (depending on the northern terminus).

In terms of service levels and ridership, the Busway alternates provide the highest level of service with 10-minute peak period (inbound to St. Paul in the morning peak period and outbound from St. Paul in the afternoon peak period) and 15-minute midday period service frequencies. The Express Bus on Freeway Shoulder and Commuter Rail alternates provide 30 minute peak period service frequencies in the peak to downtown St. Paul, with the Commuter Rail alternates also providing one reverse peak direction train during the peak period.

H. Funding Sources

There are many potential funding sources that could be used to fund proposed Rush Line Corridor Transit Study improvements. They include:

- Operating revenues: generated from fares, parking fees, or advertisements
- Local, regional, and state funding: generated from property tax revenue, regional sales tax revenue, state motor vehicle excise tax revenue, or state sales tax revenue
- Federal grants: the Federal Transit Administration has several funding programs for new commuter rail and busway systems, and a variety of transit funding programs
- Financing techniques: this includes revolving loan programs and bonding financing

I. Conclusions

Public transit is important to the Rush Line Corridor. Transit can provide alternative forms of transportation, increase accessibility between suburbs and the central city, improve access to jobs, provide improved mobility for the elderly and persons with disabilities, improve the environment, and reinforce the economic stability of the Corridor. The Task Force has made a conscious effort to preserve and enhance recreation trails in the Corridor. Since the Rush Line Corridor is so diverse in its development, a wide range of transit improvements will be needed to improve existing transit service, as well as better accommodate longer-term transportation needs resulting from growth and development in the corridor and the region as a whole.

J. Recommendations

There are many recommendations resulting from this study. These include the following:

Implementation Recommendations

To successfully implement the Interim Transit Improvements recommended, the Task Force should:

- Work with Corridor municipalities, transit agencies, and MnDOT on bus service improvements.
- Work with Corridor municipalities, transit agencies and MnDOT to:
 - 1) Site transit facilities in White Bear Lake and Forest Lake area.
 - 2) Establish three new park and pool lots in North Branch, Pine City and Hinckley.
- Continue to integrate trails with transit in the Corridor.

Advocacy Recommendations

The Task Force should:

- Seek state and federal funding to implement the transit and transit facility projects identified through this study.
- Work closely with MnDOT on planning for high quality, integrated and attractive transit service in the interregional corridor identified as I-35 from Duluth to the Twin Cities.
- Discuss with state and regional government jurisdictional issues as they relate to transit.

Coordination Recommendations

The Task Force should continue to coordinate with:

- County and city parks and recreation departments and the DNR on integrating trails with transit.
- MnDOT in planning for mitigation during the I-35E/I-694 reconstruction project.
- The City of St. Paul and Ramsey Regional Rail Authority as the Phalen Boulevard (section that pertains to the Rush Line Corridor) project becomes implemented.
- Metro Transit and the Metropolitan Council on transit projects in the Corridor area.

Gathering Information Recommendations

The Task Force should continue to:

- Monitor the MnDOT commuter rail priorities and commuter rail development in this region.
- Re-evaluate ridership results with updated 2000 Census data after the data becomes available and is integrated into the Metropolitan Council regional transportation model.
- Monitor growth, development, and traffic along the Corridor. Land use development in the Corridor should be coordinated with transportation.

Land Preservation Recommendations

The Task Force should continue to:

- Encourage the purchase of railroad rights-of-way through the county regional rail authorities in the Corridor as they become abandoned.
- Encourage the preservation of land adjacent to the Corridor area for future transit use.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

K. Spiegel
Authorized Signature

9/18/01
Date

Board Action Requested

Ratify Partial Payment No. 11 in the amount of \$197,293.80 to BRW, Inc. for professional consulting services for the Central Corridor Transit Study.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional consulting of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study. Payment in the amount of \$197,293.80 for the period ending June 29, 2001 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 00-05. Payment documentation is being submitted for ratification in compliance with the latter.

See attached:

1. Proposed resolution ratifying payment
2. Account Payable form and Partial Payment No. 11
3. BRW, Inc. Invoice No. 267-13375 (11) and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 25, 2001

Board Date

Kristine A. Longhney
Signature

September 18, 2001
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of BRW, Inc. for the purpose of conducting the Central Corridor Transit Study; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through June 29, 2001; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, BRW, Inc. Invoice No. 267-13375, Partial Payment No. 11 in the amount of \$197,293.80 attachments thereto, provide the correct documentation of payments due BRW, Inc. through June 29, 2001; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$197,293.80 for services rendered through June 29, 2001, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Business: RRA
Voucher ID: 00001314

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 27 2001
Run Time 4:11:17 PM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

Invoice Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
g.2001	267-13375 (11)	20.Jul.2001	0000002207	RRW INC.	ONI	LONGHFKR p		27 Aug 2001	11	Due Now
Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip			
\$197,293.80	\$0.00	THRESHER SQUARE	700 THIRD ST SO		MINNEAPOLIS	MN	55415			
Group ID	Sales Tax	Pckp Ord# Nbr								
000270	\$0.00									

Voucher Line Information

Description	Merch Amt	Inv Item I	Unit Price	Prorate	S U F 1099
Provide consulting services	\$197,293.80		\$197,293.80		Y N Y N

Distribution Line Information

Account	Fund	Org	Program	Approp	Client Name	BY	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asse
421501	12501	150180	00000	0000000	Default Client ID	2000	G205002			\$197,293.80			N
Account Name: Consulting Services					Org Name: RCRRA-Prol/Grant								

ment Comments-Check Stub

Ice No. 267-13375 (11), dated 7/20/01
ices for May 26, 2001 - June 29, 2001

cher Comments

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

Authorization

[Signature]

Date

8/30/01

2

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
65 RCGC-West
50 West Kellogg Blvd.
St Paul, MN 55102
USA

Vendor: 0000002207
BRW INC
THRESHER SQUARE
700 THIRD ST SO
MINNEAPOLIS, MN 55415
USA

Purchase Order	Date	Revision	Page
RRA - 0000000032	03/01/2000		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer:	RRA		

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul, MN 55102
USA

Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul, MN 55102
USA

Tax Exempt? Y Tax Exempt ID: 999999999999

Line-Schd Item	Description	Mfg ID	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1	Provide consulting services		1.00	EA	3,001,400.00	3,001,400.00	03/01/200
Schedule Total						3,001,400.00	

Item Total Provide consulting services 3,001,400.00

Total PO Amount 3,001,400.00

All shipments, shipping papers, invoices, and correspondence must be identified with our Purchase Order Number. Overshipments will not be accepted unless authorized by Buyer prior to shipment.

Unauthorized

3

BRW CENTRAL CORRIDOR			
	Invoice #9	Invoice #10	Invoice #11
LABOR	\$41,983.91	\$42,924.11	\$59,148.62
O.H. (157.41%)	\$66,086.87	\$67,566.93	\$93,105.84
TOTAL LABOR	\$108,070.78	\$110,491.04	\$152,254.46
FEE (11.5%)	\$12,428.14	\$12,706.49	\$17,509.26
SUB TOTAL LABOR	\$120,498.92	\$123,197.53	\$169,763.73
DIRECT COSTS	\$29,255.93	\$69,955.83	\$37,913.98
TOTAL INVOICE	\$149,754.85	\$193,153.36	\$207,677.68
RETAINAGE (5%)	\$7,487.74	\$9,657.67	\$10,383.88
NET PAY INVOICE	\$142,267.11	\$183,495.69	\$197,293.80
Subsistence	\$744.43	\$1,338.65	\$1,175.48
Non-Local Transport	\$2,224.95	\$2,338.39	\$3,455.63
Local Transportation	\$349.53	\$401.02	\$771.61
Vehicle Rental		\$177.86	\$233.68
Shipping Charges	\$123.42	\$47.50	\$107.42
Communications		\$1.00	
Printing and Reprod	\$55.32	\$51.41	\$361.42
Contract Labor			
Misc Field Supplies			
Professional Services	\$25,507.51	\$62,527.85	\$29,311.96
Equipment Rental	\$132.15		
Miscellan Supplies			
Other	\$118.62	\$3,072.15	\$2,496.78
Total	\$29,255.93	\$69,955.83	\$37,913.98



BRW, Inc.

700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415** (612) 370-0700

** INVOICE **

JULY 20, 2001

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
665 RAMSEY CO. GOV. CENTER-WST
50 WEST KELLOGG BLVD.
ST. PAUL, MN 55102
ATTN:MS. KATHY DESPIEGELAERE

PLEASE INCLUDE)
ON REMITTANCE) --> INVOICE NUMBER : 267 -13375 :
ACCOUNT NUMBER 45550-001-267

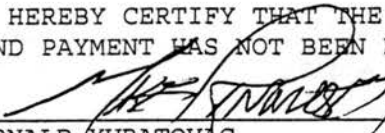
TAX PAYERS I.D. NO. 41-1625272

CENTRAL CORRIDOR STUDY
CONSECUTIVE INVOICE NO. 11

RAMSEY COUNTY REGIONAL RAILROAD AUTH.

PERIOD COVERING 05/26/01 THROUGH 06/29/01	US\$	US\$
PROFESSIONAL SERVICES RENDERED	207,677.68	1,844,612.42
LESS 5% RETAINAGE	-10,383.88	-92,230.62
TOTAL AMOUNT DUE THIS INVOICE	197,293.80	1,752,381.80

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS JUST AND CORRECT
AND PAYMENT HAS NOT BEEN RECEIVED.


DONALD YURATOVAC
PROJECT MANAGER

PROGRESS BILLING
PLEASE REMIT TO:
URS / BRW, FILE: 54967, LOS ANGELES, CA 90074-4967

THIS INVOICE IS DUE AND PAYABLE UPON PRESENTATION
PLEASE RETURN ONE COPY OF THIS INVOICE WITH YOUR REMITTANCE



5

CENTRAL CORRIDOR TRANSIT STUDY

BRW TEAM PROGRESS REPORT

FOR THE PERIOD:

May 26, 2001 – June 29, 2001

Below each of the following project tasks are listed the work items that were accomplished between May 26, 2001 and June 29, 2001.

Task 1.0: Define Goals and Objectives

- No Work on this task

Task 2.0: Establish Project Charter

- Continued refinement of schedule of meetings and deliverable dates

Task 3.0: Alternatives Definition

- Continued refinement of alternatives for major University of Minnesota which includes coordination with subconsultants, RCRRA staff, and staff from generators
- Continued refinement of Option Descriptions for use in the Draft Environmental Impact Statement
- Continued coordination with BNSF, CP Rail, and MC Rail
- Continued preparation of alignment drawings
- Continued work on *Tech Memo III – Screen II Evaluation*
- Prepared for and participated in the following meetings related to the above work items:

Task 4.0: Refine Alternatives

- Continued refinement of potential station locations
- Continued development of feeder bus plans with Metro Transit staff
- Continued refinement of ridership model for No Build and TSM alternatives
- Initiated work on the Commuter Rail Technical Analysis
- Continued working with the University of Minnesota Task Force
- Prepared for and participated in the following meetings related to the above work items:
 - June 12, 2001 – Meeting with St. Paul Water regarding utilities in downtown St. Paul
 - June 19, 2001 – Meeting with University of Minnesota Task Force
 - June 21, 2001 – Meeting with University of Minnesota Task Force
 - June 26, 2001 – Meeting with St. Paul Sewer regarding utilities in downtown St. Paul
 - June 27, 2001 – Meeting with Quest regarding utilities along Central Corridor
 - June 27, 2001 – Meeting with City of Minneapolis regarding utilities
 - June 29, 2001 – Meeting with University of Minnesota Task Force

Task 5.0: Implementation and Funding Plans

- No work completed on this task

Task 6.0: EIS Preparation

- Continued work on the DEIS
- Continued working on assignments for the public involvement portion of the Scoping process (with RCRRA and Himle Horner)
- Continued work on the Phase I Historic Resource Survey of the University Avenue Alignment
- Prepared for and participated in the following meetings related to the above work items:
 - June 8, 2001 – Internal meeting to discuss Historic Resources

Task 7.0: Public Involvement

- Completed work on presentation boards, speakers script, and Power Point presentation for Public Meetings on June 26 and 27, 2001
- Visited meeting locations to finalize meeting layout and schedule
- Prepared for and attended the June 2001 Coordinating Committee meeting
 - June 14, 2001 – Coordinating Committee Meeting #11
- Prepared minutes for the June Coordinating Committee Meeting
- Prepared for and participated in the following meetings related to the above work items:
 - June 25, 2001 – Review of presentation boards for public meetings
 - June 25, 2001 – Internal run through of public meeting script and Power Point presentation
 - June 26, 2001 – Public Scoping Meeting (8:00 AM)
 - June 26, 2001 – Interagency Meeting (2:00 PM)
 - June 26, 2001 – Public Scoping Meeting (5:00 PM)
 - June 27, 2001 – Public Scoping Meeting (5:00 PM)

Task 8.0: Project Management

- Prepared for and attended the following RCRRA meetings:
 - June 7, 2001 – Working Group Team #30
 - June 25, 2001 – Working Group Team #31
- June Project Management Meeting cancelled
- Prepared progress report and invoice
- Continued to update schedule
- Coordinated with RCRRA Project Manager to discuss work products and schedule
- Prepared for and participated in the following meetings related to the above work items:
 - June 21, 2001 – Internal meeting regarding University of Minnesota Task Force

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 18, 2001

Date

Board Action Requested

Ratify crossing permit between RCRRA and Northern States Power to construct, maintain and operate an overhead electric transmission line on RCRRA right of way at Greenbrier and Wells Streets in St. Paul; and authorize the Chair of the RCRRA to sign the crossing permit agreement on behalf of the RCRRA

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere
 2. Crossing permit agreement

Budgeting and Accounting

Vern Wallap 9/20/01

County Attorney

Di Marchese

Risk Management

Documentation certified complete for:

September 25, 2001

Board Date

Kristine A. Longhenry

Signature

September 18, 2001

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

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

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

WHEREAS, Northern States Power has requested permission to use the right of way approximately 500 feet east of Greenbrier Street (at Greenbrier and Wells Streets) in St. Paul to construct, maintain, and operate an overhead electric transmission line with the necessary poles, cross arms, wires, conduits, and other fixtures as included in the permit; and

WHEREAS, A crossing permit has been negotiated to provide for the construction, maintenance, and operation of the overhead electric transmission line;
Now Therefore Be It

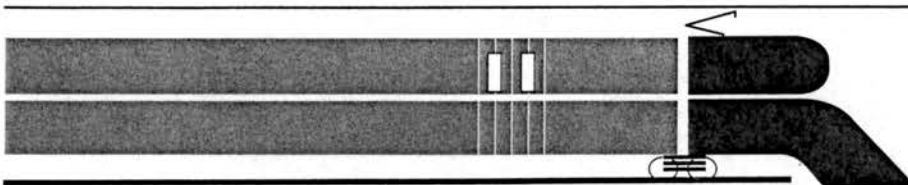
RESOLVED, That the crossing permit is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners

From: Kathryn DeSpiegelaere, Director

Subject: Crossing Permit at Greenbrier Street and Wells Street in St. Paul,
Northern States Power

Date: September 10, 2001

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan, which provides management guidelines for the property. The policy provides for legitimate use of the property with several requirements.

Northern States Power had requested a crossing permit approximately 500 feet east of Greenbrier Street (at Greenbrier and Wells Streets) in St. Paul in August 2001, near the former Stroh's property. The crossing permit was reviewed by RCRRA staff. Construction will not adversely affect the RCRRA from using the right of way for transit or trail purposes.

Recommendation:

Due to urgent timing needs by the St. Paul Port Authority at the former Stroh's property, I signed the permit on August 17, 2001. Therefore, I am requesting that you ratify the crossing permit with Northern States Power for the construction, maintenance, and operation of the overhead electric transmission line across the RCRRA right of way approximately 500 feet east of Greenbrier Street (at Greenbrier and Wells Streets) in St. Paul.

Attachments

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

CROSSING PERMIT

The Ramsey County Regional Railroad Authority, hereafter RCRRA, hereby grants to Northern States Power Company, a Minnesota Corporation, d/b/a Xcel Energy, hereinafter NSP, the right to construct, maintain, and operate an overhead electric transmission line with the necessary poles, cross arms, wires, conduits and other fixtures thereto upon its right of way along the course legally described as follows:

See attached diagram Green Line. Upon completion of construction, NSP or its designee shall provide a legal description of the location of the transmission line, as built which shall be incorporated herein by reference.

This grant of permission is subject to the following terms:

1. NSP will pay the RCRRA the sum of \$100.00 as a one-time payment. Payment shall be made within thirty (30) days of the date hereof.
2. The voltage carried by said wires shall at no time exceed 34.5 kilovolts (Kv).
3. All costs of construction and maintenance shall be paid by NSP.
4. If at any time it becomes necessary to change the location or elevation of the electrical wires and appurtenances to accommodate the construction and operation of a light rail transit railroad or other type of railroad, a public highway, or any other transit or transportation facility, such changes should be made by NSP at its sole cost and expense. NSP's occupancy of the right of way is at all times subject to making adjustments to its facilities, if necessary to prevent interference with the use of the right of way as a public transportation right of way.
5. Restoration. NSP shall be responsible to restore and repair any areas of the right of way disturbed by its use of the premises under this permit, at the sole cost and expense of NSP, to a condition acceptable to the RCRRA.
6. Maintenance. All costs of maintaining and repairing the wire line shall be the sole responsibility of NSP. NSP will not trim or remove vegetation except to the extent necessary to avoid potential contact with its electric wires crossing the right-of-way.
7. Taxes. NSP shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
8. Indemnification. NSP shall protect, indemnify, and hold harmless RCRRA, its commissioners, agents, and employees, from and against any and all cost, expense,

liability, loss, claims for damages, actions, or causes of action arising out of, connected with, or caused by its use of the premises, pursuant to this permit.

9. Construction Specifications. The Electric Line shall be constructed and maintained at NSP's sole cost and expense in accordance with the National Electric Safety Code and any statute, order, rule or regulation of any public authority having jurisdiction. After the completion of any Electric Line construction, NSP shall remove from the railroad right of way, to the RCRRA's satisfaction, all false work, scrap materials and equipment used in such construction, repair or removal work.
10. Non-exclusivity. This permit is non-exclusive and the occupancy right herein granted is subject to the outstanding rights of others to occupy the premises.
11. Assignment. Either party may assign its rights and obligations under this permit to a successor owner of its respective properties at the location identified above for this crossing permit, but in such event written notice of the assignment shall be given to the other party. Any assignee shall be bound by the terms and conditions required of assignor by this Permit.
12. Notices. Written notices required under this agreement shall be addressed to RCRRA at:

Northern States Power Company, d/b/a Xcel Energy
Attn: Scott D. Johnson
Siting and Land Rights Department
414 Nicollet, 7th Floor
Minneapolis, MN 55401

Ramsey County Regional Railroad Authority
Ramsey County Government Center East, Suite 665
50 West Kellogg Boulevard
St. Paul, Minnesota, 55102
RE: PNE058

Either party may change its respective address or name of recipient for notices under this or similar permits by written notice to the other party.

13. Term. This permit shall be irrevocable, except for a breach of any of its conditions by NSP and failure by NSP to remedy such breach after reasonable notice by RCRRA, its successors or assigns, for a period of one year from the date hereof. Notwithstanding the above, this permit shall be presented to the RCRRA board for approval as a permanent license, upon the payment of the additional sum of one thousand four hundred dollars (\$1,400.00) to the RCRRA. Upon such approval, the right of occupancy granted by this permit shall become perpetual and cannot be terminated by the RCRRA, its successors or assigns except for a breach of any of its

conditions by NSP and failure by NSP to remedy such breach after reasonable notice by RCRRA. NSP shall provide a written release of its rights herein granted, upon request of the RCRRA if NSP abandons use of its facilities constructed pursuant to this permit. Except as modified herein, all other terms and conditions of this permit shall remain in full force and effect when the permit becomes perpetual. If the as built legal description is available to the RCRRA at the time it approves this extension of the terms of this agreement, such legal description may be incorporated into the RCRRA's resolution and shall supersede the legal description herein provided.

14. Counterpart Signatures. This Permit may be executed in any number of counterparts, which, when assembled and taken together, is to be regarded as a single agreement.

IN WITNESS WHEREOF, the parties hereto have signed this permit on the day and year first above written.

Approved as to form and execution:

David F. MacMillan 8-17-01
David F. MacMillan Date
Assistant Ramsey County Attorney

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

By: Kathryn DeSpiegelaere
Kathryn DeSpiegelaere

Dated: Aug. 17, 2001

NORTHERN STATES POWER COMPANY, d/b/a XCEL
ENERGY

By: Scott D. Johnson
Scott D. Johnson
Highway & Railroad Liaison

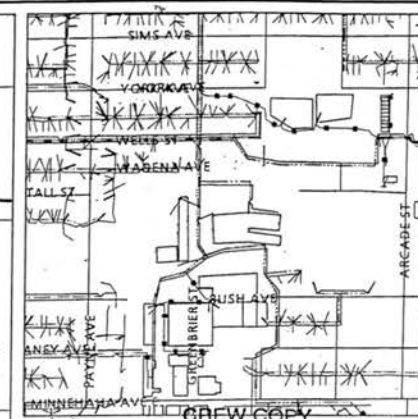
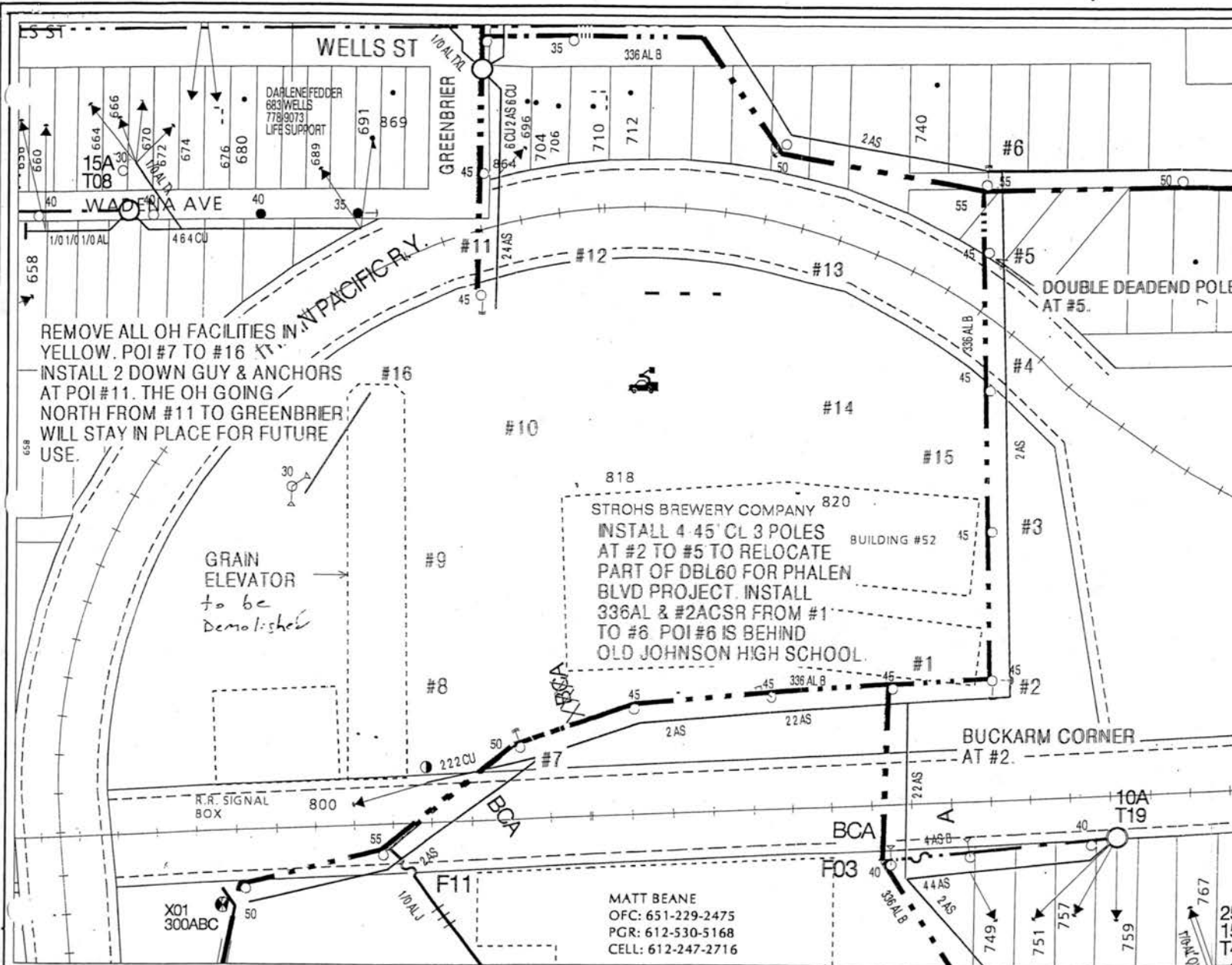
Dated: 8-17, 2001

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

By: _____
Tony Bennett, Chair

Resolution Number: _____

Dated: _____



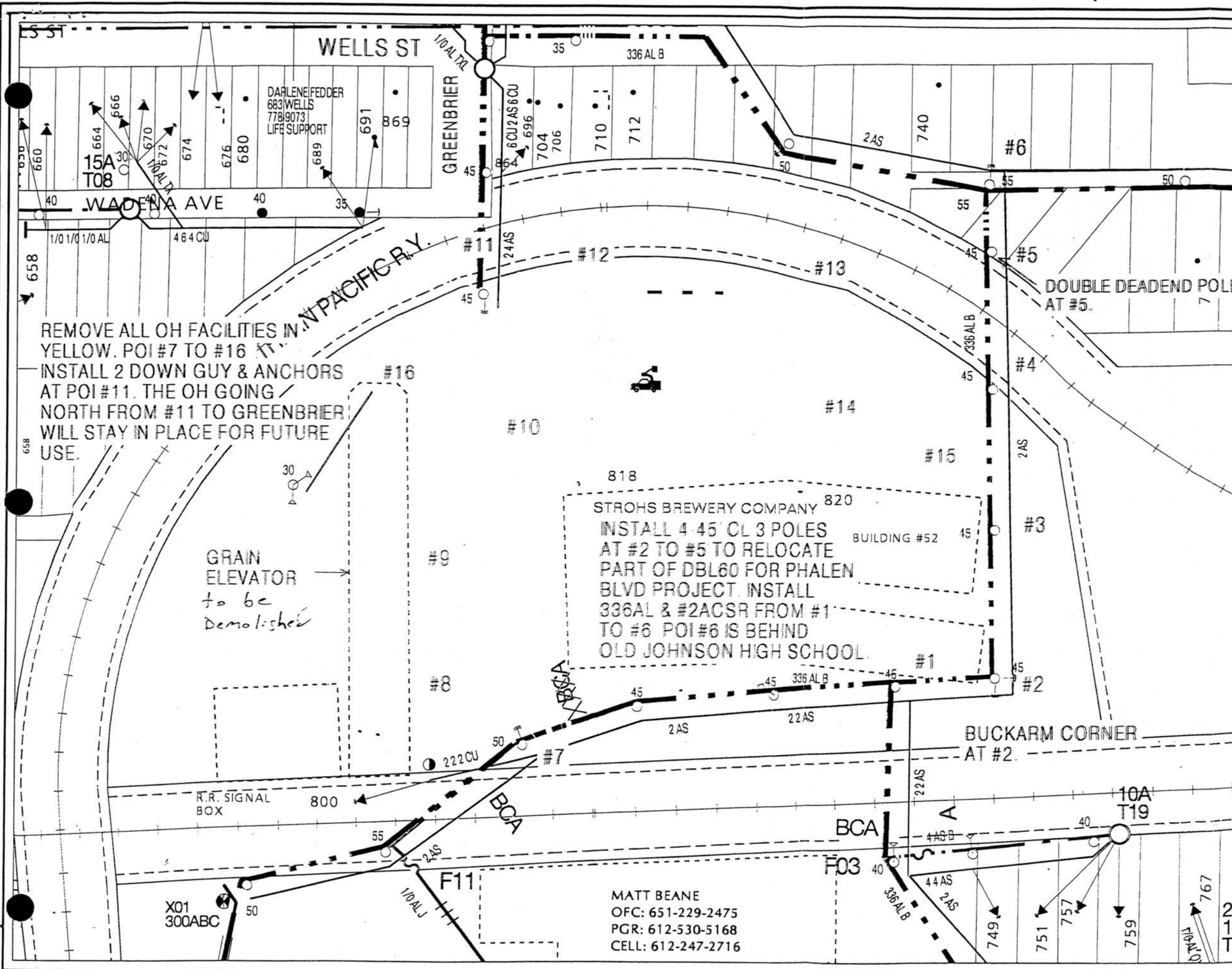
- ☐ NO CHANGES (BUILT AS DESIGNED)
- ☐ CHANGES MADE AS INDICATED (ALL URD MUST HAVE ACTUAL MEASUREMENTS FROM THE FIELD)

FOREMAN _____ DATE _____

TEAM LEADER _____

This map/document is a tool to assist employees in the performance of their jobs. Your personal safety is provided for by using safety practices, procedures and equipment as described in safety training programs, manual and SPARs.

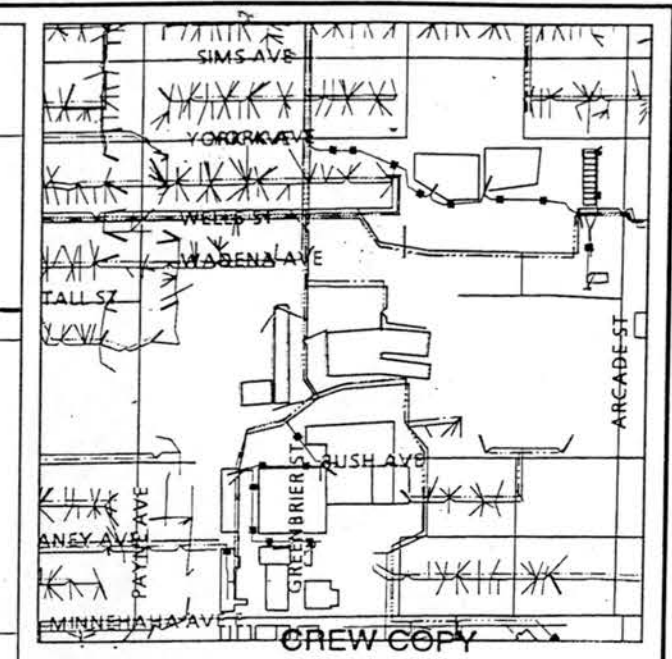
Project	STROSTPAE		
Assoc Project			
File #	606163	Designer	bnnm04
E	G	T	C
Comments	GRAIN ELEVATORS/OLD STROHS		
County			
City			
Address	725 MINNEHAHA AVE E		
T:29N R:22W S:29	GSOC#	: 0	
Map #	00027	Permit	: N
Feeder	DAYTONS BLUFF 60		
Phase	ABC	Voltage	: 13800 Volts
System			
Size	Pressure	Material	
Dead End	: Y		
Project Status	Work in Progress		
Date	15-MAY-2001		
Sketch	1 of 1		
Scale	1" = 98'		



REMOVE ALL OH FACILITIES IN YELLOW. POI #7 TO #16
 INSTALL 2 DOWN GUY & ANCHORS AT POI #11. THE OH GOING NORTH FROM #11 TO GREENBRIER WILL STAY IN PLACE FOR FUTURE USE.

STROHS BREWERY COMPANY
 INSTALL 4 45' CL 3 POLES AT #2 TO #5 TO RELOCATE PART OF DBL60 FOR PHALEN BLVD PROJECT. INSTALL 336AL & #2ACSR FROM #1 TO #6. POI #6 IS BEHIND OLD JOHNSON HIGH SCHOOL.

MATT BEANE
 OFC: 651-229-2475
 PGR: 612-530-5168
 CELL: 612-247-2716



☐ NO CHANGES (BUILT AS DESIGNED)
☐ CHANGES MADE AS INDICATED
 (ALL URD MUST HAVE ACTUAL MEASUREMENTS FROM THE FIELD)

FOREMAN _____ DATE _____
 TEAM LEADER _____

This map/document is a tool to assist employees in the performance of their jobs. Your personal safety is provided for by using safety practices, procedures and equipment as described in safety training programs, manual and SPARs.

Project	STROSTPAAE		
Assoc Project			
File #	606163	Designer	bnnm04
E:	G:		
T:	C:		
Comments	GRAIN ELEVATORS//OLD STROHS		
County			
City			
Address	725 MINNEHAHA AVE E		
T:29N R:22W S:29	GSOC#	: 0	
Map #	00027	Permit	: N
Feeder	DAYTONS BLUFF 60		
Phase	ABC	Voltage	: 13800 Volts
System			
Size	Pressure	Material	
Dead End	Y		
Project Status	Work in Progress		
Date: 15-MAY-2001		Sketch 1 of 1	
Scale: 1" = 98'		N	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

8

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 18, 2001

Date

Board Action Requested

Approve easement agreement between RCRRA and Minnesota Department of Transportation for a temporary and permanent easement of RCRRA property on Arcade Street between Bush Avenue and Wells Street in St. Paul for \$13,100 to be paid to RCRRA by Mn/DOT

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere
 3. Easement agreement
 4. Location map

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 25, 2001

Board Date

Kristine A. Longhunny
Signature

September 18, 2001
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

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

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

WHEREAS, the Minnesota Department of Transportation has requested a temporary and a permanent easement acquisition on Arcade Street between Bush Avenue and Wells Street in St. Paul; and

WHEREAS, the Minnesota Department of Transportation has agreed to pay a fee of \$6,295 for a permanent easement and \$4,779 for a temporary easement in the area, as well as additional funds to replace landscaping, for a total of \$13,100 to be paid to the Ramsey County Regional Railroad Authority; and

WHEREAS, a highway easement agreement has been negotiated to provide for the temporary and permanent easement; Now Therefore Be It

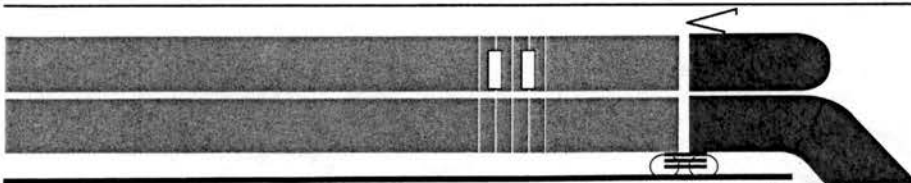
RESOLVED, that the Ramsey County Regional Railroad Authority Chair is authorized to execute the highway easement agreement with the Minnesota Department of Transportation for a temporary and a permanent easement of RCRRA property on Arcade Street between Bush Avenue and Wells Street in St. Paul, for a total of \$13,100 to be paid to the RCRRA by MnDOT.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chair

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners

From: Kathryn DeSpiegelaere, Director

Subject: Easement Acquisition at Arcade and Wells Street in St. Paul,
Minnesota Department of Transportation

Date: September 10, 2001

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan, which provides management guidelines for the property. The policy provides for legitimate use of the property with several requirements.

The Minnesota Department of Transportation (MnDOT) has requested a temporary and a permanent easement acquisition on Arcade Street between Bush Avenue and Wells Street in St. Paul. MnDOT and the RCRRA staff have negotiated a fee of \$6,295 for a permanent easement and \$4,779 for a temporary easement in the area, as well as additional funds to replace landscaping, for a total of \$13,100 to be paid to the RCRRA by MnDOT. This highway easement agreement was reviewed by RCRRA staff. Construction will not adversely affect the RCRRA from using the right of way for transit or trail purposes.

Recommendation:

I am requesting that you authorize the RCRRA Chair to execute the highway easement agreement with the Minnesota Department of Transportation for a temporary and a permanent easement of RCRRA property on Arcade Street between Bush Avenue and Wells Street in St. Paul, for a total of \$13,100 to be paid to the RCRRA by MnDOT.

Attachments

HIGHWAY EASEMENT

C.S. 6221 (61=102) 901
Parcel 200B
County of Ramsey

Date: _____

For and in consideration of the sum of Thirteen thousand one hundred
Dollars (\$ 13,100⁰⁰),

Ramsey County Regional Railroad Authority, a political subdivision and local government unit under the laws of the state of Minnesota, Grantor, hereby conveys and quitclaims to the State of Minnesota, Grantee, together with the unrestricted right to improve the same, free and clear of all encumbrances, a perpetual easement on and over real property in Ramsey County, Minnesota, described as follows:

All of the following:

That part of the Southwest Quarter of the Southwest Quarter of Section 28 and the Southeast Quarter of the Southeast Quarter of Section 29, both in Township 29 North, Range 22 West, shown as Parcel 200B on Minnesota Department of Transportation Right of Way Plat Numbered 62-16 as the same is on file and of record in the office of the County Recorder in and for Ramsey County, Minnesota;

containing 0.025 hectare (0.06 acre), more or less;

together with other rights as set forth below, forming and being part of said Parcel 200B:

Temporary Easement:

A temporary easement for highway purposes as shown on said plat as to said Parcel 200B by the temporary easement symbol, said easement shall cease on December 1, 2006, or on such earlier date upon which the Commissioner of Transportation determines by formal order that it is no longer needed for highway purposes.

The said Grantor does hereby release the State of Minnesota from any claims for damages to the fair market value of the above-described area covered by this easement and for its use, or any claims for damages to the fair market value of the remaining property of Grantor caused by the use of the easement, including grading and removal of materials from said easement area for highway purposes. Notwithstanding the foregoing, Grantor does not release any claims it may have as a result of the negligence of the Grantee, its agents or contractors, in conducting any of the above activities.

APPROVED AS TO FORM
AND EXECUTION.
RAMSEY COUNTY ATTORNEY

By _____

Its _____

And _____

Its _____

STATE OF MINNESOTA)

) ss.

COUNTY OF RAMSEY)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____.

My commission expires:_____

This instrument was drafted by the
State of Minnesota, Department of
Transportation, Legal and
Real Estate Conveyance Unit,
St. Paul, Minnesota 55155
R52675-04W.wpd

HIGHWAY EASEMENT

C.S. 6221 (61=102) 901

Parcel 200B

County of Ramsey

Date: _____

For and in consideration of the sum of Thirteen thousand one hundred Dollars (\$ 13,100⁰⁰),

Ramsey County Regional Railroad Authority, a political subdivision and local government unit under the laws of the state of Minnesota, Grantor, hereby conveys and quitclaims to the State of Minnesota, Grantee, together with the unrestricted right to improve the same, free and clear of all encumbrances, a perpetual easement on and over real property in Ramsey County, Minnesota, described as follows:

All of the following:

That part of the Southwest Quarter of the Southwest Quarter of Section 28 and the Southeast Quarter of the Southeast Quarter of Section 29, both in Township 29 North, Range 22 West, shown as Parcel 200B on Minnesota Department of Transportation Right of Way Plat Numbered 62-16 as the same is on file and of record in the office of the County Recorder in and for Ramsey County, Minnesota;

containing 0.025 hectare (0.06 acre), more or less;

together with other rights as set forth below, forming and being part of said Parcel 200B:

Temporary Easement:

A temporary easement for highway purposes as shown on said plat as to said Parcel 200B by the temporary easement symbol, said easement shall cease on December 1, 2006, or on such earlier date upon which the Commissioner of Transportation determines by formal order that it is no longer needed for highway purposes.

The said Grantor does hereby release the State of Minnesota from any claims for damages to the fair market value of the above-described area covered by this easement and for its use, or any claims for damages to the fair market value of the remaining property of Grantor caused by the use of the easement, including grading and removal of materials from said easement area for highway purposes. Notwithstanding the foregoing, Grantor does not release any claims it may have as a result of the negligence of the Grantee, its agents or contractors, in conducting any of the above activities.

RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY

APPROVED AS TO FORM
AND EXECUTION.
RAMSEY COUNTY ATTORNEY

BY: _____

DATE: _____

By _____

Its _____

And _____

Its _____

STATE OF MINNESOTA)
COUNTY OF RAMSEY) ss.

The foregoing instrument was acknowledged before me this _____ day of _____, _____, by _____ and _____, the _____ and _____ of Ramsey County Regional Railroad Authority, a political subdivision and local government unit under the laws of the state of Minnesota, on behalf of the political subdivision and local government unit.

NOTARY PUBLIC

My commission expires: _____

This instrument was drafted by the
State of Minnesota, Department of
Transportation, Legal and
Real Estate Conveyance Unit,
St. Paul, Minnesota 55155
R52675-04W.wpd

Permanent Easement 27375 S.F. = \$6295.00
Temporary Easement 47795 S.F. = \$4779.00
Landscaping Trees = \$400/yr = \$2,000

CONTROL SECTION NO. 6221(61=102)901
IN THE SOUTHWEST QUARTER OF SECTION 28, T. 29 N., R. 22 W.,
IN THE SOUTHEAST QUARTER OF SECTION 29, T. 29 N., R. 22 W.,
RAMSEY COUNTY, MINNESOTA

THE COMMISSIONER OF TRANSPORTATION IS HEREBY DESIGNATING THE DEFINITE LOCATION OF TRUNK HIGHWAY NO. 61 FROM BUSH AVENUE TO 0.14 MILE NORTH

As shown on this plat prepared by the State of Minnesota Department of Transportation is hereby certified as the original plat of this portion of said I.R. 41 within the designated portion of Sections 28 & 29 of said Township 10 North, Range 10 East, of said County of Hennepin, Minnesota, section 160.08, section 160.14 sub. 1, section 161.16 sub. 2, and section 161.18.

It is further ordered, that it is necessary to describe all trees, shrubs, grass and herbage within the

Commissioner's Order No.	Location	Nature of Interest
95351	PLAT 62-16	Definite location, width access, temporary easement and building

Certified :
Given Tinkenberg
Commissioner of Transportation
[Signature] 4-16-01
By A.L. Rothenstein Date
Director, Office of Labor Management

I hereby certify that this plat was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota; that this plat meets the requirements of Minnesota Statutes, section 160.085, section 160.14 subd. 1, section 161.16 subd. 2, and section 161.18; that parcel boundaries are correctly described and delineated on the plat; and that the proposed right-of-way boundary lines are correctly designated on the plat.

Certified by James A. Davidson 11989 4-16-0
Licensed Land Surveyor License No. Date

I hereby certify that this plat was surveyed by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota; that all measurements are correctly shown on this plat, that all monuments have been correctly placed as shown on this plat, and that Certificates of Location for the monumented public land survey corners as shown on this plat are on file in the County Recorder's Office.

Certified by Edward J. Bauer 26722 4/16/01
Licensed Land Surveyor License No. Date
NY/DOT District Office

CAST IRON MONUMENT AT SECTION CORNER	
RAMSEY COUNTY METRIC COORDINATES	
X=	177,435.802
Y=	49,638.510
MAD 83 (1986)	



SCALE = 1 : 1000

CONVENTIONAL SYMBOLS

Tran Line	R/R Parcel Number	1-1
North Line	Access Control	
Utility Line	Access Opening	OPEN
Boundary	East Tran Monument	
Right of Way Line	Square 50cm Tran Tube with	
Other Road R/W's	Aluminum Cap	
road R/W	Open 0.0.1' Iron Pin	
one Element	Other Tran Monument	
ding Element	Concrete or Stone Monument	
ding Removal Element	R/R Boundary Corner	

ANCES SHOWN TO WHOLE NUMBERS : 18, 20 ETC. : ARE EXACT VALUES.

rd DARD

WE draw values, azimuths, and distances are based on the County coordinate system.

WE boundary monuments shown on this plot have been field checked for location. The standard deviation for the monument position is 30 millimeters.

WE county coordinates shown on one monument are based on ties to national control monuments, or details of this survey contact the Surveying Section of the Minnesota Department of Transportation. WETRO EAST - DANFORD

NAME OF SURVEY

METRIC/ENGLISH CONVERSION

All plot distances are in meters unless denoted as feet (').
 To convert meters to (U.S. Survey) feet, multiply the meters by 3.28083333.
 To convert hectares to acres, multiply hectares by 2.471.
 To convert square meters to square feet, multiply the square meters by 10.76.

AZIMUTH ORIENTATION

Plot azimuths are oriented to the County Coordinate System with 0 degree 0 minutes 0 seconds being "GRID NORTH" and all distances are ground lengths.

DOC. NO.

OFFICE OF COUNTY RECORDER
RAMSEY COUNTY, MINN.
I HEREBY CERTIFY THAT THIS PLAT
HAS BEEN FILED IN THIS OFFICE
AT _____ O'CLOCK _____ M., ON _____
BOOK _____ OF _____, PAGE _____

COUNTY RECORDER

RIGHT OF WAY IN SECTIONS 28 & 29							
PARCEL	OWNER	LOCATION	NEW T.M. R/W		TEMPORARY EASEMENT		PERMANENT R/W INTEREST
			HECTARES	ACRES	HECTARES	ACRES	
200	UNION PACIFIC RAILROAD COMPANY	SW1/4 SW1/4 SEC 28 SE1/4 SE1/4 SEC 29	0.231	0.57	0.153	0.38	12-01-06 EASE
200B	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	SW1/4 SW1/4 SEC 28 SE1/4 SE1/4 SEC 29	0.025	0.06	0.044	0.11	12-01-06 EASE

RIGHT OF WAY IN ARLINGTON HILLS ADDITION TO ST. PAUL & HILL'S ADDITION TO ST. PAUL							
PARCEL	OWNER	LOCATION	36 METERS	36 FEET	36 METERS	36 FEET	PERMANENT R/W INTEREST
			HECTARES	ACRES	HECTARES	ACRES	
205	MINNESOTA MINING AND MANUFACTURING COMPANY	LOTS 1 & 2, BLK 53 ARLINGTON HILLS LOTS 14 & 15, BLK 1 HILL'S ADDITION AND VACATED ALLEY	580.1	6244	1075.1	11572	12-01-06 EASE

RIGHT OF WAY IN ANDREW ADDITION							
PARCEL	OWNER	LOCATION	36 METERS	36 FEET	36 METERS	36 FEET	PERMANENT R/W INTEREST
			HECTARES	ACRES	HECTARES	ACRES	
207	G.G. SEEGER SQUARE 1996 L.P.	LOTS 2 & 4, BLK 1	310.1	3338	234.0	2519	12-01-06 EASE
207A	CITY OF ST. PAUL	LOT 2, BLK 3	407.4	4385			EASE

NOTE: TEMPORARY EASEMENTS IN PUBLIC ROADS WILL EXPIRE ON 12-01-06

MINNESOTA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY PLAT NO. 62-16

CONTROL SECTION NO. 6221(61)=1021901
IN THE SOUTHWEST QUARTER OF SECTION 28, T. 29 N., R. 22 W.,
IN THE SOUTHEAST QUARTER OF SECTION 29, T. 29 N., R. 22 W.,
RAMSEY COUNTY, MINNESOTA

THE COMMISSIONER OF TRANSPORTATION IS HEREBY DESIGNATING THE DEFINITE LOCATION OF TRUNK HIGHWAY NO. 61 FROM BUSH AVENUE TO 0.14 MILE NORTH

as shown on this plat prepared by the State of Minnesota Department of Transportation is hereby certified as the official plat of the portion of said T.M. 61 within the designated portion of Sections 28 & 29 and the Commissioner's Order therefor, pursuant to Minnesota Statutes, section 160.085, section 160.14 subd. 1, section 161.16 subd. 2, and section 161.18.

It is further ordered that it is necessary to acquire all trees, shrubs, grass and herbage within the right of way of said Trunk Highway, and to keep and have exclusive control of the same.

Commissioner's Order No. 95351 Location PLAT 62-16 Nature of Interest Definite location, width, access, temporary easement and building removal easement.

Certified by Elynn Tinklerborg Commissioner of Transportation Date 4-16-01 By K.F. Rosenbush Director, Office of Land Management

I hereby certify that this plat was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the Laws of the State of Minnesota; that this plat meets requirements of Minnesota Statutes, section 160.085, section 160.14 subd. 1, section 161.16 subd. 2, and section 161.18; that the boundary lines are correctly described and delineated on the plat; and that the proposed right-of-way boundary lines are correctly designated on the plat.

Certified by Dennis M. Staveland 11989 4-16-01 Licensed Land Surveyor License No. Date

I hereby certify that this plat was surveyed by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the Laws of the State of Minnesota; that all measurements are correctly shown on this plat; that all monuments have been correctly placed as shown on this plat; and that Certificates of Location for the monumented public land survey corners as shown on this plat are on file in the County Recorder's Office.

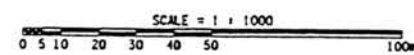
Certified by Robert J. Brown 26722 4/16/01 Licensed Land Surveyor License No. Date

Permanent Easement 27375 S.F. = \$6295.00
Temporary Easement 47795 S.F. = \$4779.00
Landscaping Trees = \$400/tree = \$2,000
Total = 13,074
Rounded = \$13,100

PLAT BOUNDARY DATA				
POINT	TO	DISTANCE	FEET	AZIMUTH
B1	B2	14.77	4.503	270°12'04"
B2	B3	560.36	170.797	0°12'04"
B3	B4	14.78	4.505	90°12'04"
B4	B605	67.30	20.512	0°12'04"
B605	B606	7.64	2.330	90°13'17"
B606	B607	45.50	13.868	90°12'04"
B607	B608	28.50	8.686	90°12'04"
B608	B9	75.97	23.155	180°12'04"
B9	B10	21.70	6.614	90°12'04"
B10	B11	155.54	47.408	180°12'04"
B11	B12	1.64	0.500	90°12'04"
B12	B13	396.06	120.720	180°12'04"
B13	B14	22.26	6.784	270°12'04"
B14	B615	98.93	30.154	180°12'04"
B615	B616	29.57	9.014	269°30'53"
B616	B617	44.01	13.413	269°30'53"
B617	B618	9.16	2.791	269°08'09"
B618	B1	99.90	30.449	0°12'04"

ON BLOCK LINE

CAST IRON MONUMENT AT SECTION CORNER
RAMSEY COUNTY
METRIC COORDINATES
X = 177,435.802
Y = 49,638.510
NAD 83 (1986)



CONVENTIONAL SYMBOLS

Section Line	R/W Parcel Number
Quarter Line	Access Control
Intersecting Line	Access Opening
Property Line	Cast Iron Monument
R/W Boundary	Square 50mm Iron Tube with
Existing D.O.T. R/W Line	Aluminum Cap
Other Road R/W's	20mm D.O.T. Iron Pin
Highway R/W	Other Iron Monument
Private Easement	Concrete or Stone Monument
Temporary Easement	R/W Boundary Corner
Building Removal Easement	

DISTANCES SHOWN TO WHOLE NUMBERS (18, 80 ETC.) ARE EXACT VALUES.

REMARKS

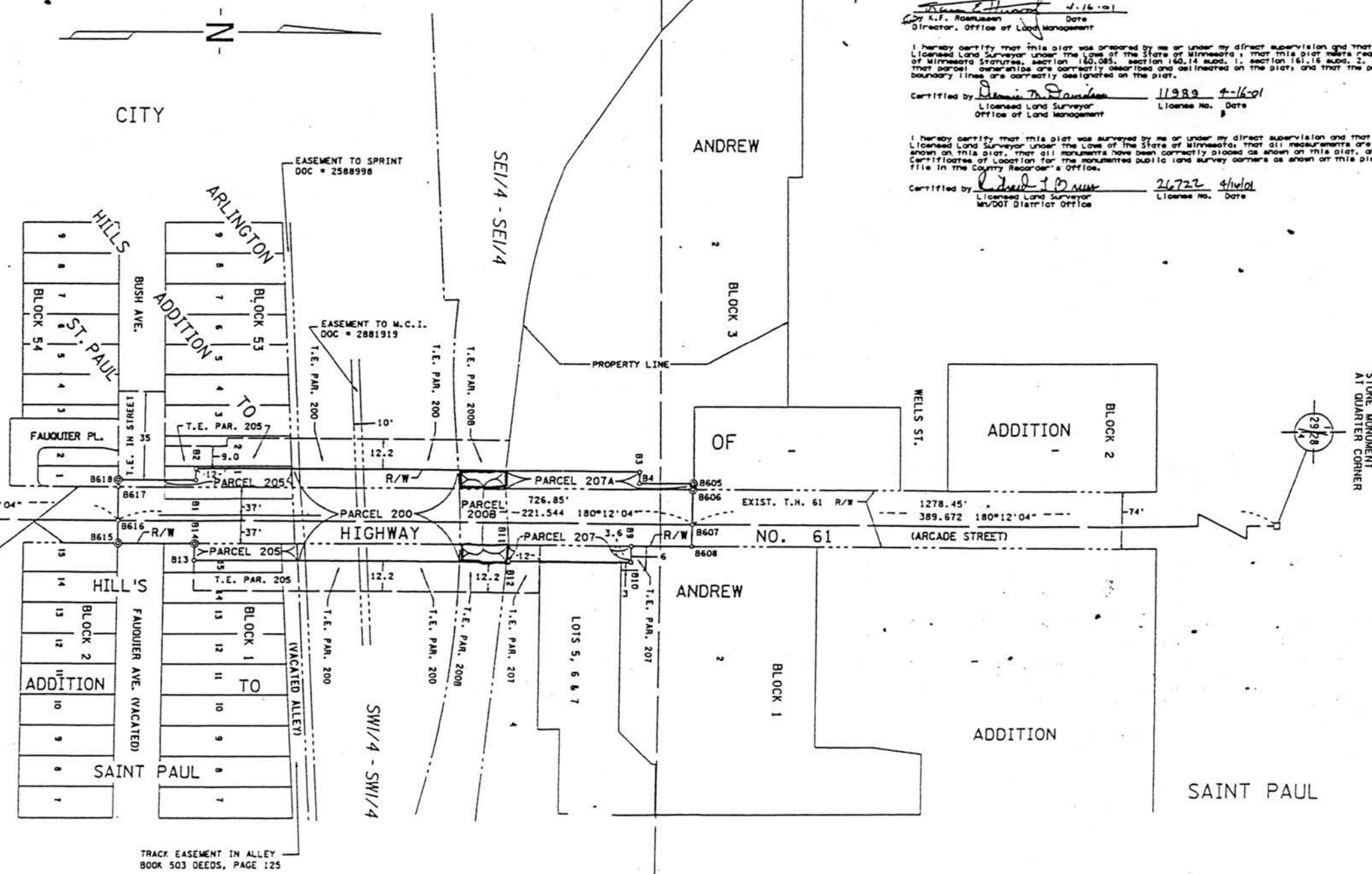
The plat values, azimuths, and distances are based on the County coordinate system.
The boundary monuments shown on this plat have been field checked for location. The standard deviation for the monument position is 30 millimeters.
The county coordinates shown on one monument are based on ties to national control monuments.
For details of this survey contact the Surveying Section at the Minnesota Department of Transportation, METRO EAST - PALMIST
Name of District

METRIC/ENGLISH CONVERSION

All plat distances are in meters unless denoted as feet ('').
To convert meters to (U.S. Survey) feet, multiply the meters by 3.28083333.
To convert hectares to acres, multiply hectares by 2.471.
To convert square meters to square feet, multiply the square meters by 10.764.

AZIMUTH ORIENTATION

Plat azimuths are oriented to the County Coordinate System with 0 degrees 0 minutes 0 seconds being "GRID NORTH" and all distances are ground lengths.



DOC. NO.

OFFICE OF COUNTY RECORDER
RAMSEY COUNTY, MINN.
I HEREBY CERTIFY THAT THIS PLAT
HAS BEEN FILED IN THIS OFFICE
AT 1 O'CLOCK P.M. ON
BOOK OF PAGE
COUNTY RECORDER

PLAT NO. 62-16
C.S. 6221(61)=1021901