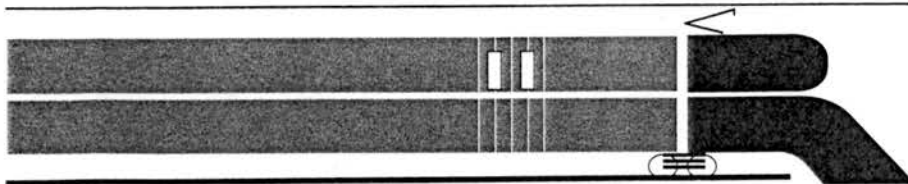




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

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AGENDA

Regional Railroad Authority Meeting

September 10, 2002

1:30 p.m.

Third Floor Council Chambers, Courthouse

1. * Approve minutes from August 6, 2002 RCRRA meeting and August 20, 2002 RCRRA Worksession
2. LOCATE update
3. Northeast Diagonal report
4. * Approve extension of \$250,000 contract with Himle Horner, Inc. for public education for the Central Corridor Transit Study through December 31, 2002 at no additional cost
5. * Joint Powers Board update
6. * Certification of maximum levy of \$9,400,000 for Regional Railroad Authority for 2003

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, August 6, 2002, in Council Chambers Third Floor Courthouse.

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

MEMBERS ABSENT: Commissioner Tony Bennett

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Alicia Vap, Julie Kleinschmidt, Karen Tero, Steve Morris, Tim Mayasich, Kris Longhenry

Chair Ortega called the meeting to order at 1:47 p.m.

1. Approve minutes of June 25, 2002 RCRRA meeting

Motion by Commissioner McDonough, seconded by Commissioner Wiessner to approve minutes of June 25, 2002 RCRRA Meeting.

Ayes – 6, Nays – 0
Motion accepted.

2. Approve the Kennedy and Graven contract in the amount of \$30,000 for state intergovernmental relations from August 1, 2002 to July 30, 2003.

Commissioner Reinhardt stated that this contract was very important last year. John Choi, who along with his firm has won numerous awards, laid the groundwork for our legislative items to make some headway even during an extremely challenging year for transit.

Commissioner Rettman noted her position is not a reflection on the individual. Elections aren't until November and there is plenty of time to create an RFP process. Last year, there was great urgency and the contract was meant to be a one-time appointment. She suggested that the RCRRA lay over item 2 and develop an RFP process. If necessary, the RCRRA should consider a permanent full-time position for a lobbyist. Commissioner Rettman moved to lay over the item. There was no second.

Discussion continued with Commissioner Haigh echoing Commissioner Reinhardt's comments regarding the lobbyist. She was extremely impressed and received many positive comments from the Ramsey County delegation.

Commissioner Rettman asked if there is a corresponding "other side" contract that would be coming in. Kathy DeSpiegelaere responded that there are no other contracts for state lobbyists coming in. Commissioner Rettman confirmed with Kathy that there was no RFP for this position last session. Kathy mentioned that Mr. Choi and the quality of his work were already known to a number of Board members.

Commissioner Reinhardt stated that her earlier comments were based on what she saw in action; she hadn't known his history or effectiveness previously.

Commissioner Rettman questioned again whether they were selected because someone on this Board knew them, people must have equal access to County contracts whether or not they personally know someone on the Board.

Commissioner Wiessner agreed with Commissioner Rettman that in most cases an RFP process must be used. Lobbying is different in that the task is unique, sometimes there is someone who is already familiar with it and can do the job. She asked Dave MacMillan if an RFP is required for this position. Dave responded that there is not a requirement; the process used last year was perfectly legal.

Chair Ortega commented that it is different in that when the County has a relationship with a service provider/vendor and they do a great job, we could put out an RFP but the odds are we're not going to hire anybody else. Part of being a lobbyist is being connected and having relationships and being able to communicate a plan. When it comes to John Choi, Commissioner Ortega's bias is that, the fact that he is Asian American brings diversity to a part of government that has little diversity. He is not only competent, but brings other things to the table for the County.

Commissioner Rettman stated again that she raised the topic not about an individual, but about the process that should be used.

Commissioner Wiessner commented that if the Board were to truly open it up and look for somebody it would be one thing. But if staff is happy and the Commissioners are happy, it's really not an open process and there would be a disservice to the people asked to go through all the process. Commissioner Rettman noted she means for it to be a very open process. Commissioner Wiessner stated she believes the same person would end up with the job anyway if everyone is happy, so the other people bidding would have wasted all their time and energy.

Motion by Commissioner Reinhardt, seconded by Commissioner Haigh to approve the Kennedy and Graven contract in the amount of \$30,000 for state intergovernmental relations from August 1, 2002 to July 30, 2003.

Ayes – 5, Nays – 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority will have several important transportation-related initiatives pending at the state level in 2003; and

WHEREAS, the Central Corridor, Red Rock Corridor, and Rush Line Corridor, as well as the St. Paul Union Depot are projects that may be the subject of state funding requests in 2003
Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the contract with Kennedy and Graven for intergovernmental relations in the amount not to exceed \$30,000 for a period through July 30, 2003, 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 attached contract.

3. Ratify Partial Payment No. 20 in the amount of \$28,030.23 to BRW, Inc. for professional consulting services for the Central Corridor.

Motion by Commissioner Haigh, seconded by Commissioner McDonough to ratify partial payment no. 20 in the amount of \$28,030.23 to BRW, Inc. for professional consulting services for the Central Corridor.

Ayes – 6, 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 March 29, 2002; 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. 267-16546, Partial Payment No. 20 in the amount of \$28,030.23, attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 29, 2002; Now Therefore Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$28,030.23 for services rendered through March 29, 2002, is hereby ratified.

4. Update on Central Corridor Transit Study

Kathy DeSpiegelaere introduced Steve Morris, Project Manager for Central Corridor Transit Study, and noted the completion of draft alternatives analysis and draft environmental impact statement (DEIS), which Steve briefly reviewed. He provided a hard copy summary of the DEIS to the RCRRA which was mailed to 700 – 800 people and is being used in a series of meetings being held up and down the Corridor.

Opportunities along the Central Corridor to improve transit will address growing congestion on I-94, keeping residents' transit options strong and promoting transit-related development. The current study began in 2000. A Coordinating Committee (including two Ramsey County Commissioners) is setting the policy direction. A decision on a locally preferred alternative will be reached by the end of this year.

There have been several public meetings, mailings and presentations to civic groups. More public hearings will be held this fall if the Federal Transit Administration (FTA) has released the EIS. At that point advisory committees will be formed to guide the preliminary engineering and other parts of the project.

Three options remain open: Baseline, Bus Rapid Transit, and Light Rail Transit on University Avenue. The Commuter Rail Line, Red Rock Corridor, is being separately studied by the Department of Transportation.

Baseline bus service would be a 10% increase in service compared to today, mainly additional buses to compensate for growing congestion, and additional north/south feeder routes. Capital costs in 2008 dollars would be \$27 million; annual operating and maintenance would cost \$57 million, not just for those buses on the Corridor but also the feeder buses that serve the Corridor.

Commissioner Ortega asked if the \$57 million was in addition to existing cost. Steve Morris replied it is the total cost. Commissioner Ortega clarified that the 10 percent increase in service

will cost \$57 million. Service today in 2002 dollars is approximately \$40 million in operating cost; baseline service is about \$5 million higher than that. Escalating those to 2008 dollars provides the \$57 million.

One of the benefits of the baseline alternative is that it maintains the status quo, so in the short term it is not disruptive. But it serves the smallest number of riders. Looking out to the long term, the service slows down as congestion increases. An issue in both the downtowns and at the University is that a limited number of buses that can run down a street at any given time.

Steve Morris continued with the next option, Bus Rapid Transit (BRT), an effort to provide a bus service that operates like light rail in that it has its own right of way, people pay the fare before they get on the vehicle and fast reliable service is to be provided with buses. The dedicated right of way for BRT would be from the east side of Prospect Park along University Avenue to approximately Rice St., operating on Cedar and Minnesota in downtown St. Paul and on 4th St. in downtown Minneapolis. At the University of Minnesota and both downtowns, it would operate in mixed traffic because there does not appear to be a way to give it its own right of way except by tunneling. The frequency of service that could be achieved would be about every six minutes.

Commissioner Reinhardt asked what system the U of M has now and would the dedicated right of way be from campus to campus? Steve Morris responded that the St. Paul campus to the U of M East Bank is in place as a dedicated busway shuttle operation between the two campuses.

Steve Morris stated that the capital costs in 2008 dollars for BRT would be \$241 million and the operating costs \$59 million. Some issues with BRT are that ridership models show by 2018 BRT won't meet the passenger demand, assuming 80 people on a bus that has capacity for 60 seated people, and assuming riders are distributed evenly throughout the three hour rush hours, and we know people don't travel that way. Even in the best-case scenario, it doesn't meet the ridership demands. Also, it creates a situation where, because of all the different buses at the U, and all the other feeder and shuttle buses, you end up with approximately a bus every minute at the University of Minnesota, and even before that point in time things start to collapse in terms of reliability of service. Realistically, people don't get on and off smoothly; there are strollers and wheelchairs, a lot of things going on that make trying to operate a bus every minute conveniently and reliably doesn't work. And the corridor is at capacity for transit service.

Commissioner Haigh highlighted that Steve Morris pointed out that the BRT model is at capacity at 2017 or 2018, so that within just over a decade of being built and operated, it would not be able to keep up with projected demand. Steve added that that scenario is making some questionable assumptions: that people will move around from Route 94 and spread themselves evenly during rush hour. So by 2018 the corridor is out of capacity. Commissioner Haigh added that the expense for a useful life of about 10 years, the CCCC was very concerned about that not being a wise use of capital dollars because of increased congestion and the inability to have a fixed guideway.

Commissioner Wiessner asked why more buses couldn't be added, what are the constraints? Steve Morris responded that at a given level of service, and we see this already today where there are buses every ten minutes on the Route 16 and a little oftener at the U during rush hour. What happens is we get complaints about buses "stacking up"; there weren't any buses, and then there were three buses. What happens is, when there is a lot of ridership, a bus pulls to the stop, and there may be a delay, maybe a wheel chair that has to be secured, somebody with a stroller, maybe class just got out and there are a lot of people at that stop. These circumstances delay that bus. Now the bus that is a few minutes behind it is starting to catch up, and more people are waiting at the next stop. You get to the next bus stop, and it just snowballs. So when there is a lot of use, buses tend to stack up and you get very short or no intervals between several buses and long gaps of service. Computer models when they are projecting ridership can't really deal with that, they assume it is working OK. Metro Transit and others know that it doesn't work in real life.

Commissioner Rettman stated that something that hasn't been looked at is that a dual line could be added on one of the parallel streets, and that this is not a dedicated lane like the one in Riverview. Some of the bus studies mentioned the possibility of dual lines on parallel avenues, which would be another option for those places where stacking happens. Commissioner Wiessner asked for clarification, is the BRT a dedicated right of way? Steve Morris stated that it would be dedicated from Prospect Park to Rice Street, but not in either downtown or at the U.

Commissioner Haigh returned to the issue of bus stacking. Beyond the impact on scheduling and service, the other impact, which was brought up in committee by representatives from Minneapolis and the U, is the noise, exhaust and congestion. It is not just a matter of keeping the buses on schedule; it is also the quality of the rest of community life around those areas. And regarding the lack of dedicated BRT lane in the downtowns and the U: had we dedicated the right of way and built a tunnel at the U, the cost would have been very equivalent to the cost of LRT.

Commissioner McDonough clarified that, although the BRT will be past capacity in 2018, at certain times of the day, it will be past capacity well before 2018. Steve Morris replied that the consultants who built the model say the system would be at maximum in 2018. We have some of those problems happening already today. As service is added, the problem gets worse, well before 2018.

Steve Morris described the Light Rail Transit option, which has a 7.5-minute rush hour frequency, 20-minute service continuing on the 16 and the 94 bus routes, exclusive lanes and a tunnel at the University of Minnesota. Capital costs in 2008 dollars are \$840 million, operating cost is \$61 million, again about \$2 million higher than bus rapid transit. The alignment on LRT takes advantage of the fact that downtown Minneapolis Hiawatha is already being built on Fifth Street and the Central Corridor LRT would join the Hiawatha alignment just east of the Metrodome and go through downtown Minneapolis that way. It would cross the river on the existing Washington Ave. bridge, enter a tunnel, come out under University into the middle of University, run behind the Capitol down Robert St. over on Columbus onto Cedar, down to 4th St. and over to the Union Depot. Light Rail Transit would operate with two-car trains initially and would approach capacity by 2020. The big difference is a third car could be added to increase capacity. The stations would be designed so they could handle two car trains initially, but the platforms could be expanded later. Commissioner McDonough asked how many passengers fit in a two-car train. Steve replied that the minimum standing load is considered to be 135 for one car. Commissioner McDonough clarified that the largest buses serve 80 passengers. Steve confirmed 80 passengers including standees. Commissioner Rettman asked what kind of bus. Steve stated that it is the expanded articulated bus that seats 60 and accommodates 20 standees. Trains can usually handle more standees because the ride is smoother and they are configured with more aisle space.

LRT is the only option that meets demand in 2020 and beyond, as shown on the Weekly Average Ridership diagram. Commissioner Reinhardt asked how many cars could be added to the train to meet increased demand. Steve Morris indicated three would be the maximum based on the length of city blocks in the Metro. There would also be an option to increase frequency of service.

Commissioner Rettman asked if the \$840 million in capital costs includes the utilities. Steve Morris replied that it includes public utilities but not the cost for moving private utilities. Commissioner Rettman asked if that is a pending issue. Mr. Morris responded that he believes that issue is still in court in Minneapolis.

Steve Morris mentioned that the Coordinating Committee developed its goals and objectives early on, to look at issues such as economic opportunity, communities, environment, transportation and mobility. When evaluating the three options, the Committee felt LRT best met the goals and objectives that have been developed. In June, the Coordinating Committee identified LRT as the

initially favored alternative. The draft environmental impact statement went to the federal government and arrived there July 19th. Currently it is under their review. The next step will be the release of the DEIS for public hearings sometime this fall, depending on review and concurrence by FTA. By the end of the year, the Coordinating Committee will be in a position to review the input from those hearings and hopefully make final decision on the locally preferred alternative.

Commissioner Wiessner asked what year it is estimated LRT capacity would be reached after a third car has been added. Steve Morris replied that there is no certain answer, although it has been discussed and projections made; it gets speculative out that far. However, adding a third car increases capacity by 50%.

Commissioner Haigh noted there have been a number of visits to community meetings so everyone in the western part of the city that would be impacted by the corridor is going to hear the presentation. People can make comments, and make comments by email. Public hearings will be held in the fall, and the website is available for more information or details about meetings. Something that has been discussed at the Coordinating Committee meetings is the opportunity for economic development around the major nodes with the LRT alternative. She is hopeful that there can be more work around that, because it is an important issue to the existing businesses and neighbors along the corridor. Each station area has been ranked in terms of the potential for future economic development. Seventy percent of the Corridor is in St. Paul, thirty percent in Minneapolis, the areas that have more opportunity for economic development are on the St. Paul side because many of the stops in Minneapolis are fully developed. We stand to be very interested in how that development occurs in the Corridor and need to bring many different people to the table to make that happen.

Commissioner McDonough opened discussion about the next step. Public hearings won't be held until late fall or winter because the DEIS has to come back from the federal review process. He suggested that in the mean time the RCRRRA could be out in the community and asked if a plan has been developed. Kathy DeSpiegelaere responded that meetings are taking place with all interested groups and anyone else that hasn't been scheduled is certainly welcome to call so their group could be visited. Last week there were four meetings, district councils, the St. Paul Chamber, and business organizations.

Chair Ortega asked for additional questions or comments, and then thanked Steve Morris.

Commissioner Wiessner suggested that, although the RCRRRA does not play a decision-making role in the Corridor, they probably should take a position. Commissioner Rettman suggested the decision should not be made until the DEIS is available. Chair Ortega commented the full board should be in attendance and that Commissioner Wiessner raised a good point. He noted that if the Board's interest is in moving forward with transit, what is it the Board wants to see in terms of transit, what modality. He asked what happens to the buses if LRT comes in? The answer is nothing. He asked why they would stay. Kathy DeSpiegelaere responded that the buses stay on University Ave. if there is LRT or BRT because the stations are spaced ½ to 1 mile apart. Many trips on University are between those major nodes and we need to serve those short trips. Commissioner Rettman mentioned she abstained from voting on the DEIS for exactly those kinds of issues. She challenged the Board members to spend a couple of weeks riding the 16 bus, the whole day, see the users and their level of transit dependency. One of her concerns is a longer wait time between buses once the Corridor has LRT or BRT. There are many economic mitigation issues, what this does to some of the businesses along there. We need to hear from the folks in the area while we're making decisions.

Commissioner Haigh answered the Coordinating Committee discussed bus service at length; not only will both the LRT and BRT proposals maintain 16 bus service, it is specified that the maximum interval would be 20 minutes. Also, the express bus service is maintained to provide

peak transportation opportunities. By 2020, the number of vehicle miles traveled will increase by 48%, so traffic in this Corridor today, both the streets and I94, it is going to increase. We need to use all the options we can to try to move people through the Corridor because we know I94 cannot be expanded. It would be fine for the Board to take a position because ultimately it probably will have a local funding share. It is important to look at where we're going with this in the long run. Hiawatha trains will run in 2004, first quarter, so we are in a good position with this process to try to secure funding for preliminary engineering, to really be ready for State and Federal funding partners. She is fine to defer making a decision as a Board on LRT until after the public hearing process, but it probably is something we will have to open.

Chair Ortega asked about operating costs for the Corridor. Commissioner Haigh replied there are very small incremental operating costs in the Corridor to go from baseline to LRT. That was one of the striking factors of the study. Operating costs for the buses in the Corridor are \$57 million. That increases to \$59 with BRT and \$61 with LRT. So the increase between the current system and LRT are relatively small. The \$61 million includes every single operational bus, not just the bus in the East-West corridor, but also the buses that come North-South with transfers and the LRT. It is a cumulative number. Chair Ortega commented that should be clarified in the documentation.

Commissioner Wiessner asked how ridership numbers compare with Hiawatha numbers. Kathy DeSpiegelaere responded that the Hiawatha estimate numbers are about 25,000 per year, so the estimates for the Central Corridor are higher. This is one of the highest potential new start LRT or BRT applications in the United States. Commissioner Wiessner asked about public concern among business people along University Avenue. Road construction tends to be careful with adjacent property owners. To what extent will businesses be disrupted? Kathy replied that the issue is being examined with the Metropolitan Council; it has been determined that the Met Council will be the lead agency, so we have begun regular meetings with them to talk about things like construction period impacts. We don't have a definitive answer yet. It is recognized that it is absolutely important. Other cities are being looked at; Salt Lake City maintained access to businesses during the entire construction period.

Commissioner McDonough returned to the Board taking a position. He feels it is important, and the sooner the better. A couple of things are at play, one being the local match. The Board needs to know whether or not there is the wherewithal to make a match. Why get so deep into this and then the RRA doesn't have the wherewithal to provide the local match? The other thing is legislation that says Ramsey County gets the next light rail in the state. If the RRA isn't prepared to support that and provide the local funding for that and do what it needs to do to get the LRT in Ramsey County, then we need to make that decision and let that legislation be changed and let others who are interested have that opportunity. Chair Ortega stated that with a gubernatorial election coming up, depending on the outcome, there might be a hard time with light rail. How do we not stop improving transit in Ramsey County, regardless of what the barriers are? He feels some thought should be given to contingencies. Commissioner McDonough agreed and spoke about the Board being the champion of transit. The Board needs to be fluid and respond to external circumstances, but also be a strong voice as Ramsey County Regional Railroad Authority and make sure as a group the RRA takes a stand.

Commissioner Haigh agreed with Commissioner McDonough. The reality is that for the Board to move forward successfully on this project, everyone needs to have their oars in the water rowing in the same direction, including business communities in both downtowns, the Avenue, citizens, it will be a monumental undertaking. One point to emphasize is, in the LRT alternative, the \$840 million includes a complete rebuilding of University Avenue, storefront to storefront, because of the electrification that needs to happen in that roadway to accommodate the dedicated right of way. That is an exciting situation; University Ave. has not had that kind of major investment since the streetcars were taken out in the late 40's or early 50's. Another big cost driver in the LRT alternative is the tunnel at the University of Minnesota. It was discussed extensively and is a very important issue for the U. The right of way there is 40 feet less than University Ave, and it is the

access point for the big medical complex with a lot of street traffic going in and out. Although it is expensive, the University felt the tunnel was absolutely critical to making the system work effectively there. The Committee hopes the U will be a strong partner as the project moves forward because of their strong desire to see it happen.

Commissioner Reinhardt stated she agrees about the timing and that the project needs to keep moving forward, whatever the outcome is. She was a staff person at the Metropolitan Council in 1988 and the Central Corridor was discussed at the time. The tunnel was talked about even then. The comment was made then that we needed to get our act together because it was going to be crisis time with a short period of time. We're here. We need to all be going in the same direction; even at the Federal level, if we don't do it, the money is going to go someplace else. Since Central is one of the largest corridors in the US, this time we can't wait, because we're at crisis time now.

5. Responsibilities of RCRRA on transit projects/voting on joint powers boards and committees.

Chair Ortega noted this agenda item had already been discussed to some extent. Commissioner Haigh mentioned David MacMillan did a good job of laying out the legal parameters. The reality is that if we do nothing, nothing happens. Although the RRA has very limited final approval authority, as a partner who has some funding ability, we are a very important partner in the process. As we have seen over the last several months, trying to secure funding for the preliminary engineering dollars, completing the DEIS, none of that would have happened had this Rail Authority not stepped up to say they were going to do that. Chair Ortega asked David if he had anything to add. David stated that the legal authority to stop or start anything is limited; certainly the moral authority and political and persuasive authority and funding authority are not. He did not mean to imply the Board does not have any power whatsoever. He agrees with Commissioner Haigh that this Board will be in a much better position if it is a funding partner to influence the outcome.

Meeting adjourned at 2:55 p.m.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY WORKSESSION

The Ramsey County Regional Railroad Authority met on Tuesday, August 20, 2002, in Room 220 Courthouse, Large Conference Room.

MEMBERS PRESENT:	Chair Rafael Ortega Commissioner Tony Bennett Commissioner Jim McDonough Commissioner Victoria Reinhardt Commissioner Janice Rettman Commissioner Jan Wiessner
MEMBERS ABSENT:	Commissioner Susan Haigh
OTHERS PRESENT:	Kathy DeSpiegelaere, Steve Morris, Alicia Vap, Kris Longhenry, Paul Kirkwold, Julie Kleinschmidt, Kathleen Aho, Vern Wehlage, Jane McClure, Jim Grieman, Jean Gramling, John Johnson, Gail Blackstone, Martha Fuller

Chair Ortega called the worksession to order at 11:40 a.m.

1. Discussion of proposed 2003 budget and levy

Chair Ortega opened discussion of the proposed 2003 budget and levy. Kathy DeSpiegelaere introduced the team of Paul Kirkwold, Julie Kleinschmidt, Marion Holly, Vern Wehlage, Kris Longhenry and Rail Authority staff and Kathy Aho from Springsted. She reminded the RCRRA they were not expected to take action. The certified levy will be September 10th; this meeting was just for discussion. The RCRRA passed a resolution last November to issue \$50 million in bonds to finance transit capital projects, citing in the resolution the reasons for doing so. Staff has put together information about how to issue those bonds. In the course of that process, discussion was held about the overall plan for transit in the region, what corridors in Ramsey County might require a local contribution. The proposal today is to consider a contribution for projects in the next 10 years that would require \$140 million share from the County. The maximum levy in 2003 somewhat over \$13 million. She invited Paul Kirkwold to comment.

Paul Kirkwold stated that looking long-term is something that has been done by the County in the past, as for the development of the public works facility. This levy solves the local share of the funding problem at the outset and we will know what our impacts are going to be should we move ahead in developing a transit system. The levy puts the RRA in position so a plan can be developed to include all the various elements. It does not commit the RCRRA to raising all the money, only to raising the goal of last year of \$50 million.

Commissioner Bennett asked if the bond money sits in the bank, what precludes the legislature from raiding the money as they did with Metropolitan Mosquito Control dollars raised from a tax levy? Paul Kirkwold responded that in this funding method, a bond is sold for a specific purpose, so the County would sell the bond to build the local share of a transit system. If it turns out the money won't be expended for that, the RCRRA would need to retire the bond. Or the party that confiscates the money needs to retire the bond.

Commissioner Bennett noted that he has supported transit and transportation and believes they need to go hand in hand. He is concerned that the levy commits bond money for transit but does nothing for transportation. Paul Kirkwold suggested the County support an increase of highway user fees in 2003, which has not been done. Commissioner Bennett responded that the Association of Minnesota Counties with the Ramsey County Board went on record in favor of increasing gas tax. Paul noted there was not a Ramsey County resolution to that effect.

Julie Kleinschmidt stated her office was called upon to figure out how to finance what is ultimately determined that the Board wants to do, so they took a decade-long view. She invited Kathy Aho, Springsted, to present with her. Julie was concerned initially about the issuance of the \$50 million if specific projects hadn't been determined. Her main concern was with a possible negative arbitrage situation. The good news is, this is the very best time to borrow money; interest rates are very very low. At the same time, if we are not going to use the money right away, it can't be invested in something for a short-term period. At such a low rate of interest, it would not return enough money to pay off the debt. They asked Kathy Aho to look at a laundry list of financing options and it was at that point Julie became convinced this is the best time. They also asked her to look at two scenarios, using basic assumptions. Assumptions included \$140 million over the next ten years for the County share of all of the projects that have been discussed. If the money was needed at \$14 million for each of the ten years, and \$50 million was issued beginning in 2003, what would that look like? They asked Kathy Aho to look at it in two ways: One is a "Stepped" levy, where the levy is increased as the bonds are issued. The other one is "pay as you go", which is always considered a best practice. A combination was examined where the levy was set now and accumulate a certain amount of cash so some part is paid as you go, how much money would that save.

Commissioner Rettman asked Kathy DeSpiegelaere to describe the \$140 million. She responded that there is some flexibility, but the breakdown was:

\$50 million	multi-modal hub, which would service high-speed rail
\$60 million	Central LRT or BRT
\$15 million	Red Rock (commuter rail Hastings to Minneapolis)
\$13 Million	Rushline
\$ 2 million	Northeast Diagonal (right of way acquisition)

It is likely this will change. Commissioner Rettman asked that the \$140 million be language when bonds are sold to be comprehensive. Kathy DeSpiegelaere agreed.

Commissioner Bennett noted that the projects have been named, and that exact dollars don't have to be put into those exact projects. What happens if a project is dropped totally and a brand new one is added in? Kathy DeSpiegelaere replied that since the language will be vague she believes the Board would have that flexibility. The RCRRA has said previously that they want to be able to respond to whatever happens with state government and other projects. Commissioner Bennett stated that he is concerned about having the money sitting out there and not know really what will be done with it. He wants the language to allow flexibility. Kathy reiterated that she believes it can, and turned the issue over to Kathy Aho. Kathy Aho stated the question needs to be asked of the bond council but she believes it is possible and has seen it work in other projects. Commissioner Bennett asked for an answer from the bond council. Kathy Aho agreed.

Commissioner Wiessner noted that concern about maintaining flexibility had to do with the large number of potential projects. She wants to be sure the RCRRA will be ready.

Paul Kirkwold stated that a levy should be constructed with flexibility but also with boundaries around it. The broader it is, the easier it will be to have the funds attached. Language should include some specifics that the funds are for transit, using the projects currently on the table as examples.

Commissioner McDonough mentioned that the intent is for the money to be counted as local match, and be flexible enough to be used to upgrade a station. It is important that it is really clear that this money is to be local match. Commissioner Bennett stated he is concerned that the RCRRA have local control. Commissioner McDonough said that by issuing the bond the County has more influence at the table, because they have done something proactive and are serious about the issues.

Commissioner Wiessner suggested conditions be included, that the money has to be used on at least a certain number of projects. She believes the RCRRA wants to leverage the funds in many different directions. Paul Kirkwold mentioned that is similar to housing, there are caps on how much the County will participate. There could be limits set in this levy as well, which requires all parties to find additional funds; possibly including the County, depending on the amount needed.

Commissioner Rettman questioned about the length of time commitment for the levy. Paul Kirkwold stated that the only commitment the RCRRA would make is that this is how the projects would be funded, when you sell a bond. Then this is your plan to repay those bonds. This does not give you any commitment beyond the year stated in the bond sale. Commissioner Rettman mentioned that the bond commits the taxpayers to pay those back. Paul noted that this is true for all other bonds. Commissioner Rettman stated that on capital improvement bonds, you set aside that amount and also kept a cap on it, and it is far smaller than this amount.

Commissioner Bennett asked what happens if the Rail Authorities are abolished by the legislature next year. David MacMillan responded that the Rail Authorities are creatures of the legislature, they will have to deal with property and money and anything, all the assets. Commissioner Bennett asked, if the legislature abolished the RRA, and there is no longer any taxing authority, if they don't like what the Board was doing, could they assign the debt service on the bonds back to the County? He suggested that if a set amount were to be discussed for each project, and some flexibility is wanted to have more than the stated limit, a super majority of the RRA should be required.

Kathy Aho was invited to speak and referred to the Stepped Levy portion of the hand out. The proposal incorporates the \$50 million issue in 2002, and has the balance of the \$140 million financed in two additional transactions, one in 2006 and one in 2010. \$140 million spread out over 10 years (\$14 million per year) and then determined when the \$50 million will run out, to find 2006 and 2010. As Paul Kirkwold mentioned, nothing is locked in until one or all of the bonds are issued. Commissioner Rettman asked if it is a 10-year bond; Kathy Aho replied it is a 20-year bond. Commissioner Rettman asked if it is paid over 20 years; so when then next is issued, two will have to be paid on; when the 2010 bond is issued, three will be paid on. Kathy responded that a Stepped Levy is separate bond transactions; the levy increases as each bond is sold. The 2002 issue is estimated the levy for 2003 would be \$3.9 million. Adding an issue in 2006 it would step up to \$7,457,000; in 2010 it would step up to \$9,980,000. The maximum levy at 105% to provide for potential delinquencies. 105% of the total debt service is \$10,489,000. The total debt service, both principal and interest on the three transactions is \$241,276,000.

The second alternative reviewed was what levy would be required if it was put in place today and funded the same project costs at the same times. For the 2006 bond issue, the amount of bonds required would drop from \$48.6 million to \$35 million and \$13.4 million in cash would have been accumulated that could be used in addition to the bond to provide funding. From then until 2010 funds would be accumulated and the bond issue would be reduced from \$42.6 million to 34.4 million with the accumulation of cash of \$8,460,000 to complete the project financing. Under this scenario, the 100% levy on the maximum debt level that would be achieved would be \$8,395,000. At 105% legal requirement would be just over \$8.8 million.

Summarizing, for those three debt cases principal and interest cost of \$205,094,000, and \$21,454,000 cash that had accumulated from the levies for a total cost of \$226,548,000. The difference in uniform funds versus the Stepped Levies would be \$14.7 million.

Those were the two scenarios that were looked at. The balance of the material that was provided is a number of different financing vehicles, and they can more appropriately be discussed when at the point of issuance, there are a number of different ways to approach the first financing.

Commissioner Rettman asked how much it would take to pay the bonds off if the need went away and no funds had been spent. Kathy Aho replied that the transaction includes \$660,000 of costs; those funds would have been spent. And at this particular point in time in the market there is also a penalty, the negative arbitrage, that right now is between 2 and 3 percentage points of the total

(\$50,660,000). So whatever was on deposit would be dragging that much. You get ten years before you get a call date. Hopefully the interest rate would increase and earn at least the bond rate, and more. Commissioner Rettman asked if we had to do anything with the money for eight years. Kathy stated that that would assume the project was abandoned. There are different things that can get into the Federal Statute. In either case you would have a three-year temporary restriction. Commissioner Rettman asked how much it costs each taxpayer. Vern Wehlage responded it would be \$8.17. Commissioner Rettman asked if that number is based on the Stepped or Uniform. The answer was Uniform.

Kathy Aho made a footnote to the questions regarding negative arbitrage. One of the alternative financing vehicles included talks about variable rate. There are some ways to mitigate negative arbitrage and that would be a decision for the Board at the time.

Commissioner Wiessner stated she agreed with the staff recommendation; if the Board is going to issue bonds, it is a no-brainer that the Uniform levy is much more advantageous and a lot of money would be saved by doing it that way. It comes down to what we want to do. What are the risks of the worst-case scenario? What if the County Regional Rail Authorities are disbanded? Chair Ortega asked what the RCRRA would want to do if that doesn't happen. Commissioner McDonough agreed that it is important to ask the questions, but decisions need to be made upon what we know today and our vision for the next 10 years.

Paul Kirkwold noted that, whether there is a Rail Authority or not, there would always be a local share of at least \$50 million. The bond sale should be constructed using language so the intent is clear that the funds are to be the local share.

Commissioner Rettman mentioned that she may agree in terms of the local match, but without final approval authority over transit projects on the part of the Board, she has concerns. The County is reviewing the recommendation of 7%, with tax compression and estimated market value, increasing taxes without anybody doing anything in the world around 3 or 3.5 percent. We would be in double digit increases and haven't even looked at municipalities, the reality of the citizen or business. She had understood that the bond could be done at any point in the budget cycle. What if we wait to see what the legislature does on this item?

Paul Kirkwold stated originally the plan was to sell the \$50 million bond in 2002; this sets the levy to start bond payments in 2003 to make the bond payment. Commissioner Rettman responded the Board could wait until 2003 since there won't be any construction. Commissioner McDonough mentioned the timing is important. The numbers are based on the current market. If the Board waits until 2004-2005 for the first issuance, then all the numbers could change. Paul noted that is why Julie Kleinschmidt recommends selling the bond in 2002, because interest rates are low.

Commissioner Bennett asked what the current levy is for Rail Authority. Julie Kleinschmidt replied \$400,000.

Commissioner McDonough asked what the staff needs, what direction does the Board wish to give. Kathy DeSpiegelaere stated the budget will be brought to RCRRA on September 10 for action on the maximum certified levy. The actual levy would be decided upon in December, and could be reduced.

Commissioner Bennett stated he is willing to go along with setting the levy limits for the Rail Authority in September, which allows time for further discussion between now and December. That is as far as he is willing to go. Kathy DeSpiegelaere asked if the RCRRA wants a work session in September or October for further discussion; the RCRRA agreed.

The work session was adjourned at 12:30 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 3, 2002

Date

Board Action Requested

LOCATE update

DISCUSSION ONLY

Request Justification

An update will be given at the meeting from David Block, Chair of LOCATE.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 10, 2002

Board Date

Kristine A. Longhenry
Signature

September 3, 2002
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 3, 2002

Date

Board Action Requested

Northeast Diagonal report

DISCUSSION ONLY

Request Justification

Information will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

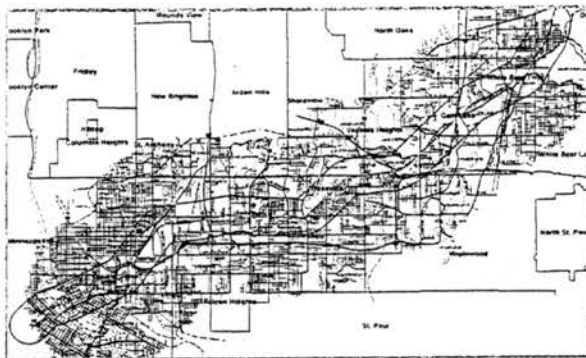
September 10, 2002

Board Date

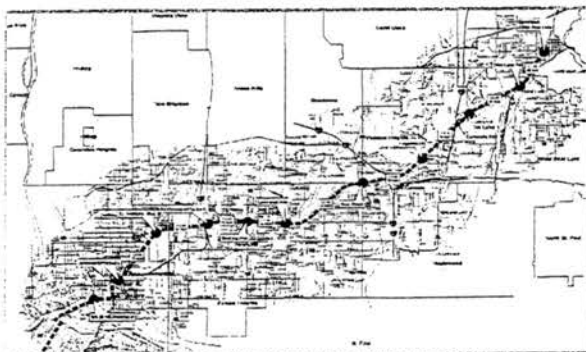
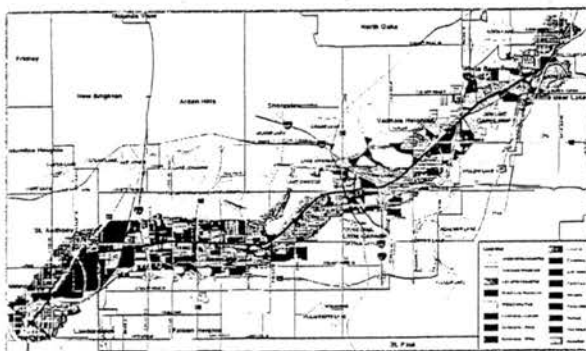
Kristine A. Longhenry
Signature

September 3, 2002
Date

NORTHEAST DIAGONAL



Land Use / Transit Study



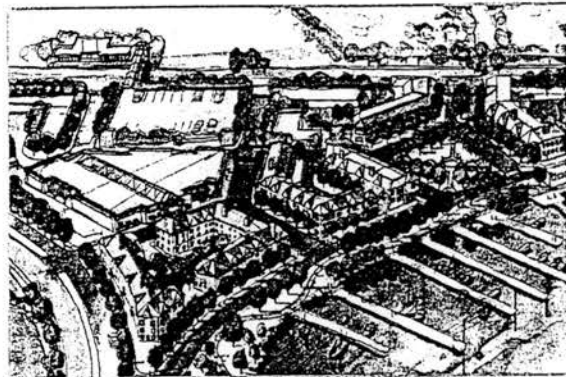
EXECUTIVE SUMMARY

August 2002



Executive Summary

The purpose of the land use/transit study was to identify land use opportunities based on Smart Growth principles that support transit-oriented development and related transit infrastructure. The Northeast Diagonal Corridor was identified in *Transit 2020* as a potential busway to be implemented post-2010. This study is also intended to assess the affect of these land use scenarios on the future transit market for the Northeast Diagonal study area.



Source: Close Landscape Architecture and the City of White Bear Lake

Smart Growth

Smart Growth is about creating neighborhoods that are walkable, with open space and easy access to transit, goods and services, and a variety of housing to meet the needs of people of all ages and incomes. Smart Growth recognizes the importance of increased transit ridership, decreased automobile use and the efficient use of existing infrastructure.

Smart Growth starts with a regional vision that is implemented at the local level. The regional vision is based on these building blocks for livable communities:

- Design for people
- Protect and enhance the environment
- Provide housing choices
- Include a mix of uses

PLANNING PROCESS

The planning process was organized around a Policy Advisory Committee (PAC) made up of elected and local leaders, and a Technical Advisory Committee (TAC) that provide technical advice to the consultant team. In addition, the study included two community-oriented workshops; the first one



Participants in Workshop #1 identified issues related to growth and development.

- Demographics
- Land use
- Transportation patterns

Additionally, a ridership market assessment of the study area was taken, including the analysis of expected future demographics and travel patterns. A development framework map was created and opportunity sites selected from which the land use/transit scenarios were developed.

DEMOGRAPHICS

- Nearly half of the study area's total population is found in the two westernmost segments—Northeast Minneapolis and St. Anthony. With Roseville, this western half of the study area contains 75% of its total population.
- The study area and the surrounding cities are growing at a modest pace.
- The population of the study area is aging; the youngest of the working adults, those most likely to use transit, live the closest to the major job centers of downtown Minneapolis and Roseville.
- Family and household sizes are dropping; the proportion of households is decreasing.

2000 Population of Corridor Communities

Community	1990	2000	Change
Gem Lake	439	419	-4.6%
Little Canada	8,971	9,771	8.9%
Minneapolis NE	60,609	62,789	3.6%
Roseville	33,485	33,690	0.6%
Shoreview	24,587	25,924	5.4%
St. Anthony	7,727	8,012	3.7%
Vadnais Heights	11,041	13,069	18.4%
White Bear Lake	24,704	24,325	-1.5%
White Bear Township	9,424	11,293	19.8%

TRAVEL PATTERNS

Existing transit service in the corridor serves two north-south markets with service west of Snelling focused on downtown Minneapolis; service to the east focuses on downtown St. Paul. The regional roadway system serving the corridor provides both freeway and surface arterial connections within the study area and to regional destinations. Traffic volumes on these regional roadways have shown a historic trend of increasing growth that has created traffic congestion to extend past the corridor on I-35W.

DEVELOPMENT ANALYSIS

The land use analysis methodology identified the total land area within the study area and then arrived at a series of areas (or sites) that appeared likely for long term redevelopment. Further qualification was accomplished through an interview process with the communities. The result was a series of Opportunity Sites. Three land use scenarios were then created - ranging from existing land use to more intensified development patterns and a mix of Smart Growth principles - which would be applied to each Opportunity Site.

Current Trends

Current Trends represent the existing conditions and patterns of development as designated by local comprehensive plans.

Moderate Smart Growth

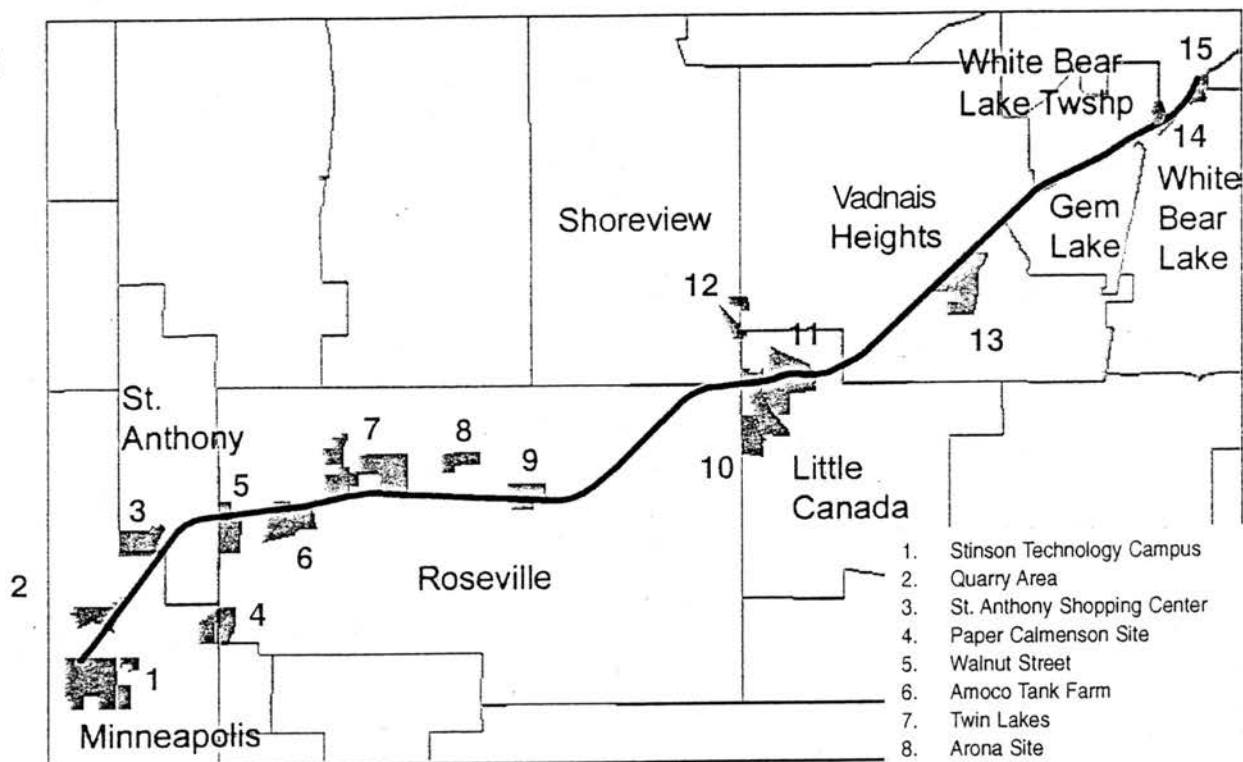
Moderate Smart Growth is focused on a more active mix of land uses, and taking advantage of infill opportunities to redevelop more intense patterns that would include a variety of residential uses and services.

Intensive Smart Growth

Smart Growth principles would be applied to create mixed-use, walkable neighborhoods and employment districts. Infill and redevelopment opportunities would focus on transit-oriented neighborhoods and districts connected to the regional transit corridor.

SCENARIOS

Current Trends: Anticipated growth from existing conditions is not expected to change measurably.



Opportunity Sites provide the basis for land use scenarios.

- Population Growth: 3.5%
- Employment Growth: 12.7%

Moderate Smart Growth: With this scenario, total employment in the study area would increase nearly 35% due to the maximization of ground-floor commercial and office build-out. The projected increase in study area population is beyond the growth rate projected by the Metropolitan Council.

- Population Growth: 17.6%
- Employment Growth: 34.7%

Intensive Smart Growth: With this scenario the opportunity sites become more compact and transit-oriented, resulting in an increase in study area employment of over 36,000 jobs over the Current Trends scenario. The increased density of mixed-use and residential housing development results in a significant population growth when compared to Current Trends.

- Population Growth: 38.3%
- Employment Growth: 39.8%

RIDERSHIP FORECAST

- The ridership forecasts for the Corridor show that the Smart Growth patterns that place more development in close proximity to the transit line would have a positive affect on transit ridership in the corridor.
- The findings suggest that transit service could be implemented incrementally as demand develops along the corridor, provided that the service characteristics are incorporated as the line develops to the east. Careful service planning of an interim service and use of transit signal priority at intersections, where the line would operate in mixed traffic, would be required to achieve the service characteristics assumed in this analysis.

Study Area Summary

Scenario	Population	Employment
Existing Conditions	39,059	91,602
Current Trends	40,429	103,247
Moderate Smart Growth	45,951	123,420
Intensive Smart Growth	54,014	128,076

2020 Ridership Forecast

Scenario	Daily Ridership	Change
Current Trends	9,800	---
Moderate Smart Growth	11,800	20%
Intensive Smart Growth	12,900	32%

CONCLUSIONS

The Northeast Diagonal Land Use/Transit Study findings support the idea that intensification of land use positively impacts transit ridership. The ridership projections increased by applying both the Moderate and the Intensive Smart Growth scenario data to the

opportunity sites. Therefore, for a transitway to have the greatest ridership and to be a success, some kind of implementation of the Moderate and/or Intensive Smart Growth scenarios should be considered.

Many positive impacts could be witnessed if the implementation of the scenarios occurs. Opportunities for new tax base could be realized. Employment and retail would be added, as well as more residents. Lifecycle housing would be available and would give residents more housing choices. There would be more connectivity throughout the corridor, applying to all modes of travel, including walking, bicycling, automobile, and transit.

Implementation of the scenarios would have another positive impact on the communities—it has the potential to alter trends that have been occurring in the study area. Population in the study area was found to be growing, but was behind the metropolitan area's rate of growth. Likewise, the population of working age adults has seen a decrease (with the exception of Minneapolis). It is possible that the implementation of the scenarios could reverse or alter these trends.

RECOMMENDATIONS

The findings of this study have documented the positive impacts of Smart Growth. That doesn't mean that there is one tailored approach for each community in the Northeast Diagonal study area. The study area encompasses a diverse set of communities. What is acceptable or desirable in Minneapolis might not fit a St. Anthony or a Roseville. Similarly, what would fit well in a Roseville may not work well in a Vadnais Heights. The communities are unique and have different ideas on how they envision their communities. The principles of Smart Growth could be tailored to fit each community differently.

Communities

1. Adopt a transit-oriented development overlay zoning district that guides growth and development according to the Metropolitan Council's Smart Growth principles and prepare design standards and guidelines to shape new development in the overlay district.
2. Develop a master plan for desired opportunity sites. This could include a development plan, re-evaluating the recommended uses within the opportunity sites, and evaluating the market demand for the sites.
3. Implement land use and transportation changes to the local comprehensive plan that supports the corridor, related Smart Growth scenario recommendations and transit-friendly mixed use development patterns.

Counties

1. Finalize the purchase of the abandoned railroad right-of-way in the Northeast Diagonal Corridor.
2. Purchase future abandoned railroad right-of-way in the Northeast Diagonal Corridor, and continue to communicate with the Burlington Northern Santa Fe railroad on the activity of the railroad in this Corridor as a freight use and potential for public ownership.
3. If the active freight railroad corridor in the Northeast Diagonal Corridor does not come up for abandonment, pursue discussions with railroad about joint use of railroad right-of-way as future transitway.

Corridor Recommendation

1. Build transit ridership in the corridor using Highway 36 or a parallel route with high frequency service and speed before transitway is implemented.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 3, 2002

Date

Board Action Requested

Approve extension of \$250,000 contract with Himle Horner, Inc. for public education for the Central Corridor Transit Study through December 31, 2002 at no additional cost.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere, dated 8/28/02
3. Amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 10, 2002

Board Date

Kristine A. Longhenry
Signature

September 3, 2002
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 Himle Horner, Inc. for the purpose of the Central Corridor Public Education Study; and

WHEREAS, The contract with Himle Horner, Inc. expires October, 2002; and

WHEREAS, The consulting services for this contract will not be completed until December 31, 2002; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Himle Horner, Inc. through December 31, 2002 at no additional cost; and Be It Further

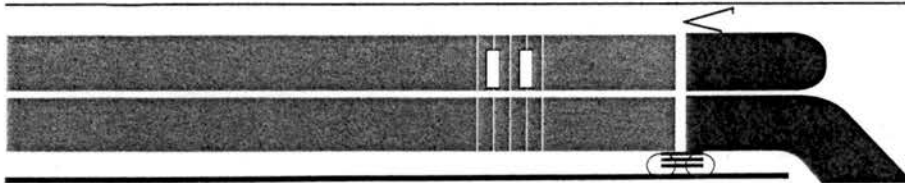
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, 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
Paul Kirkwold, County Manager

FROM: Kathryn DeSpiegelaere

SUBJECT: Himle Horner, Inc. Contract Extension

DATE: August 28, 2002

The Ramsey County Regional Railroad Authority had entered into a contract with Himle Horner, Inc. for consulting services for public education on the Central Corridor Transit Study. The original terms for this contract were from March, 2000 to March, 2002. The public education services for this contract will not be completed by the end of the contract period, but instead will be completed at the end of December, 2002.

Therefore, the Ramsey County Regional Railroad Authority is being requested to extend the contract with Himle Horner, Inc. through December 31, 2002 at no additional cost.

Recommendation:

A resolution is attached that addresses the information above.



ADDENDUM 2

This agreement is an addendum to the addendum to the contract between Himle Horner Incorporated and RCRRA dated March 28, 2000.

The parties agree that the Project Term of the Agreement shall be amended as follows:

SECTION III: GENERAL CONDITIONS

ARTICLE 16. TERM

This agreement shall be in force and effect from March, 2000 through December 31, 2002 or until earlier terminated by the parties hereto pursuant to this agreement.

Except as herein agreed, all other terms and conditions of the Agreement shall remain in full force and effect.

**RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**

By: _____
Rafael E. Ortega, Chair

Dated: _____

By: Kathryn Despiegelaere
Kathryn Despiegelaere, Director

By: _____
Assistant County Attorney

By: _____
Risk Management

By: Vern W. Hogg 9/4/02
Budgeting and Accounting

HIMLE HORNER INCORPORATED

By: [Signature]

Dated: 7/23/02

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 5, 2002

Date

Board Action Requested

Joint Powers Board update

ACTION IS REQUESTED

Request Justification

See attached Federal authorization request by the Metropolitan Joint Powers Board. The Joint Powers Board has been advised by Lockridge Grindal Nauen that there is a need to prioritize the Ramsey County related requests, including:

Red Rock
Central
Rush Line
Midwest High Speed Rail Initiative.

Therefore, action is being requested to prioritize the four transit corridors for the purposes of federal authorization in the next transportation bill.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 10, 2002

Board Date

Kristine A. Longherry
Signature

September 5, 2002
Date

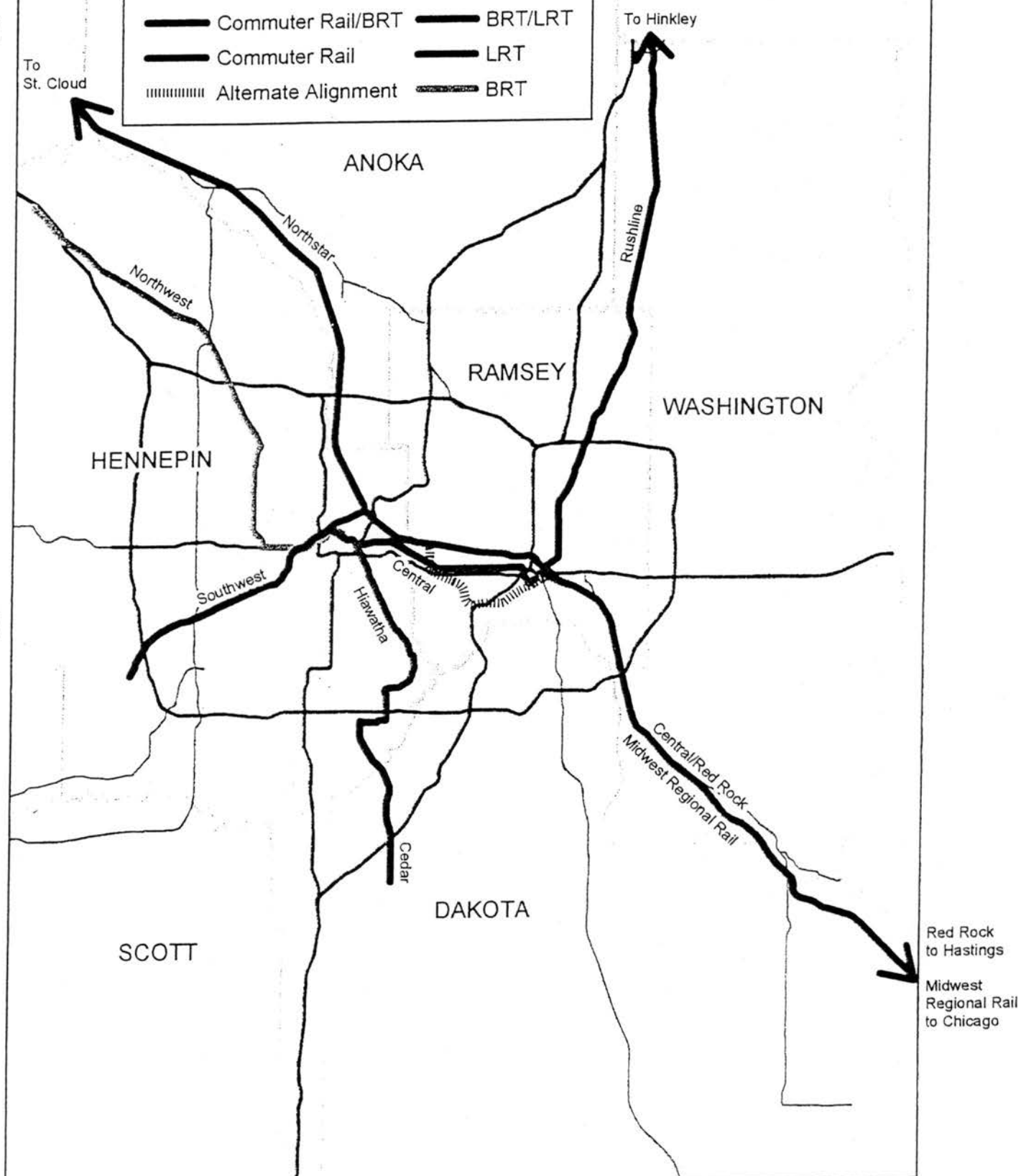
IV. **Twin Cities Transitways: Request for Next Authorization Bill**

Since 1991, the Twin Cities LRT Joint Powers Board and its member county regional railroad authorities have worked hard to improve transit in the Twin Cities Metropolitan Area. The Twin Cities Transitways Project represents a strong regional consensus to a system of dedicated transit corridors. In order to meet the growing transit needs of the region, the LRT Joint Powers Board will be seeking reauthorization for **Hiawatha**, **Northstar** and **Red Rock** Corridors and will seek authorization for the following additional transitways:

- **Cedar Corridor** (Mall of America to Apple Valley/Lakeville)
- **Central Corridor** (connecting the downtowns of St. Paul and Minneapolis)
- **Northwest Corridor** (Minneapolis to Rogers)
- **Rush Line Corridor** (St. Paul to Hinckley)
- **Southwest Corridor** (Minneapolis to Eden Prairie)
- **Midwest High-Speed Rail Initiative** (Chicago through the St. Paul Union Depot to Minneapolis)

Transit Corridors

- | | |
|---|---|
|  Commuter Rail/BRT |  BRT/LRT |
|  Commuter Rail |  LRT |
|  Alternate Alignment |  BRT |



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 3, 2002

Date

Board Action Requested

Certify maximum levy of \$9,400,000 for Ramsey County Regional Railroad Authority for 2003.

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:

September 10, 2002

Board Date

Kristine A. Longhenry
Signature

September 3, 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 2003 budget must be certified by September 15, 2002; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy for the 2003 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 2002; 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 2003 maximum allowable levy for Ramsey County Regional Railroad Authority is \$13,982,265; and

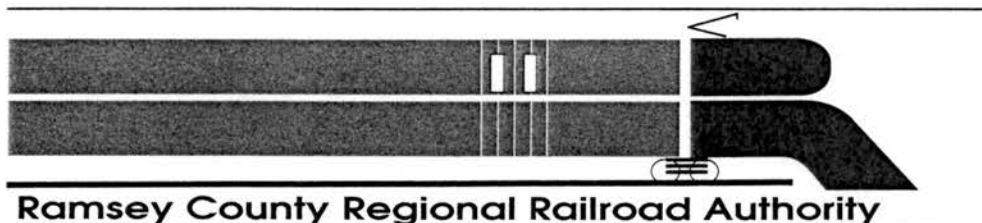
RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2003 budget in the amount of \$9,400,000.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Jim McDonough, Secretary



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: 2003 Budget --- Proposed Tax Levy for Truth in Taxation Notice

Date: September 5, 2002

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, 2002.

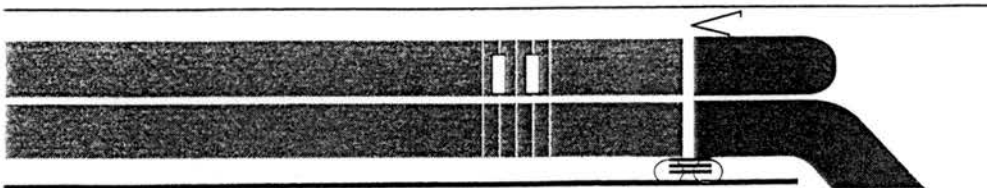
An important provision of the Truth in Taxation law is that the approved net tax levy for the 2003 cannot be more than the proposed net tax levy certified by the Ramsey County Regional Railroad Authority (RCRRA) by September 15, 2002. The 2003 budget is to be adopted by the Railroad Authority in December, 2002. The budget will be presented to the Railroad Authority in December for approval. Action on a proposed levy, however, is required at this time.

A tax levy of \$9,400,000 is proposed and includes the uniform-levy proposal for debt service and "pay as you go" levy for the estimated Rail Authority local match contribution for transit corridor development in Ramsey County. Following is a summary of the \$9,400,000 proposed tax levy:

Debt service on \$50 million bonds	\$4,117,700
CIP Pay-as-you-go levy for projects	<u>\$4,563,035</u>
Total uniform-levy for local match for projects	\$8,680,035
Railroad Authority operating levy	<u>\$ 719,265</u>
Total Proposed Tax Levy for 2003	\$9,400,000

The maximum that the Rail Authority could levy for 2003 is estimated to be \$13,982,265.

Attached are supporting documents that were discussed at the August 20, 2002 work session, including a memo dated August 15; a resolution dated November 6, 2001, for the \$50 million in bonding; the Springsted financing options memo; the impact on properties in Ramsey County information; and the Draft 2003 Rail Authority budget.



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: Budget and Debt issuance for Ramsey County Regional Railroad
Authority

Date: August 15, 2002

The purpose of this memo is to outline the proposed budget and levy for Ramsey County Regional Railroad Authority for 2003 and to provide you with the results of a summary of financing options for the Rail Authority's initial contributions for transit capital projects. Also included is the effect of the contributions on the 2003 proposed budget for the Rail Authority.

The Ramsey County Regional Railroad Authority passed a resolution (attachment 1) R01-17 to issue \$50 million of bonds to finance transit capital projects in the County. The Rail Authority cited several reasons in its resolution for the bonding, including providing diverse solutions to congestion, providing a catalyst to development, enhancing the tax base, creating vibrant pedestrian friendly urban areas, access to jobs for employees, revitalization of commercial districts, federal support for high speed rail and regional transit linkages.

The regional plan shows that the needs for the next 10 years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

The \$140 million Rail Authority contribution would require, if bonded, an annual levy of approximately \$8,809,000. The maximum that the Rail Authority could levy for 2003 is estimated to be \$13,982,265.

Information has been developed by the Rail Authority's financial advisor, Springsted, about financing options (attachment 2) and will be discussed at the August 20 Ramsey County Regional Railroad Authority meeting. The long-term plan for transit was prepared for Rail Authority members to see the entire picture of potential contributions.

Springsted identified the pros and cons of financing options and ran numbers based on the cash needed to match the potential Rail Authority contributions over the next 10 years for transit corridors.

The 2003 budget proposed for your consideration is \$59,985,945. This includes an operating amount of \$930,762, a debt service fund of \$3,921,619 and capital projects amount of \$55,133,564.

The 2003 proposed revenue is \$50,885,600. This includes general obligation bond proceeds of \$50,660,000 and various other operating revenues of \$225,600.

The total levy proposed is \$9,400,000. This 2003 budget includes the levy requirement for the debt service on the first \$50 million of Rail Authority contribution for transit corridor development in Ramsey County.

Attached (attachment 3) is a comparison of the net tax capacity values and rates for the 2002 approved tax levy and the 2003 proposed tax levy for the overall Regional Railroad Authority as prepared by the Property Records and Revenue Department.

The proposed budget is attachment 4.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 6, 2001

No.: R01-17

(Page 1 of 3)

WHEREAS, Residents and policymakers in the Twin Cities metropolitan area have recognized that, although congestion is increasing at a dramatic rate, enough roadway capacity to meet transportation needs cannot be built; and

WHEREAS, Several studies have demonstrated broad public support in the Twin Cities for aggressive and diverse solutions to congestion, including a mix of buses, commuter rail, light rail and high speed rail; and

WHEREAS, Rail transit, when combined with supportive public policies, is a catalyst for development along rail lines, enhances the tax base of the cities where it is located, and acts as an economic stimulus, as has been demonstrated in case studies of cities throughout the United States; and

WHEREAS, Major transit projects can help fulfill the vision of a vibrant, pedestrian-friendly, urban area that meets the diverse needs of those who rely on transit and those who have a choice about means of transportation; and

WHEREAS, Employers recognize the importance of access to jobs for their employees; and

WHEREAS, Businesses, especially smaller businesses that are helping to revitalize neighborhoods and commercial districts, recognize the importance of convenient access for customers; and

WHEREAS, Transit studies in this metropolitan region have consistently demonstrated the strong viability of transit corridors in the east metropolitan area, including those in Ramsey County. The many transit studies have demonstrated that the time for implementation of those studies is now; and

WHEREAS, The federal government has shown support for funding improvements to and development of inter-city, high-speed passenger trains nationwide, including a line that has the downtown St. Paul transit, transportation and rail center as its Twin Cities stop; and

WHEREAS, High-speed passenger trains serving the Twin Cities region, with arrivals and departures from the downtown St. Paul transit, transportation and rail center, promise to significantly contribute to the economic vitality and growth of St. Paul, Ramsey County, and the region; and

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 6, 2001

No.: R01-17

(Page 2 of 3)

WHEREAS, Transit lines that stop at the downtown St. Paul transit, transportation and rail center would also link commuter rail from other metropolitan counties, including Northstar Corridor, Rush Line Corridor and Red Rock Corridor, and would link St. Paul to the Hiawatha Corridor through the Central Corridor; and

WHEREAS, The downtown St. Paul transit, transportation and rail center, through these connections, could become a major transportation center for the east metropolitan area, the Twin Cities region, and the entire Midwest, by linking the transit corridors in the east metropolitan area, including Central Corridor, Rush Line Corridor, and Red Rock Corridor – all of which have been shown to be economically viable – with buses, high-speed rail, Midwest Regional Rail, and Amtrak, and with connections to the Minneapolis-St. Paul International Airport; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority, for reasons of economic stimulus and investment in transportation choices for the future, will sell bonds in 2002, in the amount of \$50 million for the acquisition, restoration, and/or refurbishment of a downtown St. Paul transit, transportation and rail center, which could include the St. Paul Union Depot, for the east metropolitan area; and Be It Further

RESOLVED, That the \$50 million in bonding will be the Ramsey County Regional Railroad Authority's contribution for local share for future rail transit and related corridors connecting in the downtown St. Paul transit, transportation and rail center area; and Be It Further

RESOLVED, That Ramsey County Regional Railroad is committed to having the location of downtown St. Paul transit, transportation and rail center be the station for high-speed rail and Amtrak service; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority recognizes that the Central Corridor is the central link for transit between downtown St. Paul and downtown Minneapolis, and recognizes the importance of the state legislation that already specifies that the next light rail transit line to be constructed in the region will be the Central Corridor; and Be It Finally

RESOLVED, That the Ramsey County Regional Railroad Authority encourages St. Paul, Hennepin County, Minneapolis and other east metropolitan area cities and counties to contribute resources to the vision embodied in this resolution, of a vibrant, diverse, and economically stable Twin Cities metropolitan area.

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RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 6, 2001 No.: R01-17

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	<u>X</u>	<u></u>	<u></u>
Susan M. Haigh	<u></u>	<u>X</u>	<u></u>
Jim McDonough	<u>X</u>	<u></u>	<u></u>
Rafael E. Ortega	<u>X</u>	<u></u>	<u></u>
Victoria Reinhardt	<u>X</u>	<u></u>	<u></u>
Janice Rettman	<u></u>	<u>X</u>	<u></u>
Jan Wiessner	<u>X</u>	<u></u>	<u></u>

Tony Bennett, Chair

By:


Rafael E. Ortega, Secretary

85 E. SEVENTH PLACE, SUITE 100
 SAINT PAUL, MN 55101-2887
 651-223-3000 FAX: 651-223-3002

SPRINGSTED
Advisors to the Public Sector



**Ramsey County Regional Railroad Authority
 Initial Review of Financing Options**

1. Attachment 1 – chart containing a discussion of financing alternatives for the initial financing of \$50,000,000 for the Regional Railroad Authority.
2. Attachments 2 & 3 – Levy Alternatives.

Enclosed are two sets of preliminary schedules for your review. They illustrate two potential approaches to levying for anticipated debt service for RCRRA bonds.

In each case three bond issues have been assumed, sized to generate \$140,000,000 in project dollars. Gross estimates for issuance costs and underwriting fees are added to the transactions. No capitalized interest is assumed. They illustrate two levy approaches:

- Scenario 1: As each issue is sold, the levy increases to meet debt service.
- Scenario 2: The levy is set initially at the amount that will be needed to fund the entire \$140,000,000. The cash accumulated in the early years is used to reduce the bonding needed in later years.

	Stepped Levy	Uniform Levy
2002 Bond Issue	\$ 50,660,000	\$ 50,660,000
2006 Bond Issue	48,640,000	35,095,000
2006 Cash Applied	0	13,407,274
2010 Bond Issue	42,580,000	34,450,000
2010 Cash Applied	0	8,046,759
TOTAL needed to fund \$140M	\$141,880,000	\$141,659,033 (difference is COI & UW fees, not project dollars)
2003 Levy Required @ 100%	\$ 3,921,618	\$ 8,395,183
2006 Levy Required @ 100%	7,457,971	8,395,183
2010 Levy Required @ 100%	9,980,271	8,395,183
Maximum Levy @ 105%	10,489,000	8,809,000
Total Debt Service Amount	\$241,276,273	\$205,094,299
Plus Cash Applied	0	21,454,033
Total Contribution	\$241,276,273	\$226,548,332
Reduced Cost		\$ 14,727,941

The following schedules are attached as illustrations:

1. Schedule of assumed project costs
2. Scenario 1
 - a. Total Issue Sources and Uses
 - b. Total Debt Service by Issue
 - c. Combined Total Debt Service and Projected Levy
3. Scenario 2
 - a. Total Issue Sources and Uses
 - b. Total Debt Service by Issue
 - c. Combined Total Debt Service and Projected Levy

Summary of Financing Alternatives

Bond Option	Features	+	-
Fixed Rate	Fixed rate of interest throughout term of bonds.	Locks in current interest rates.	Results in negative arbitrage under current reinvestment rates.
Fixed Rate w/CABs	Fixed rate of interest throughout term of bonds. Accretion of interest cost on some/all of bonds until maturity.	Locks in current interest rates.	Results in negative arbitrage under current reinvestment rates. Generally not callable and higher cost than coupon bonds.
Variable Rate	Interest rate on the bonds changes (generally every seven days) resulting in a very low rate at any given market point. Callable anytime without penalty.	Historically, rate has been below fixed rate. Should eliminate negative arbitrage. Underwriting fees are generally lower than fixed rate.	Subjects financing to interest rate risk as rate moves up and down. Does not capture current low fixed rates. Costs of issuance are slightly higher, although underwriting fee is generally less.
Combination Fixed/Variable	Portion of transaction done as a fixed rate, portion done as a variable rate.	Moderates interest rate risk by fixing part of the issue. The variable rate portion of the issue incurs no negative arbitrage. If grant funds are received, bond could be called immediately, without penalty.	Portion of issue subject to interest rate risk. Costs of issuance are slightly higher because two issues would be sold instead of one, however underwriting fees on the variable rate piece would generally be lower than if at a fixed rate.
Futures Contract	Fixes today's market rates in but delivers the bonds at a later date, even up to two years.	The interest rate is locked in today, capturing the current market. No negative arbitrage would be incurred until the bonds are actually delivered.	A premium in the form of higher interest rates is charged for the delayed settlement. The premium is .03% to .07% per month, currently at the .03% to .05% level, but will be dependent on length of time to closing.

Bond Option	Features	+	-
"Draw Down" Bonds	A full amount of bonds would be authorized at a rate certain and proceeds could be "drawn down" as needed.	Debt would not be incurred until funds were needed, eliminating negative arbitrage.	Not a well developed type of municipal bond. Each "traunch" would either be priced at the time of draw-down, subjecting RRA to interest rate risk or premium pricing would be incurred.
Levy Now/Bond Later	Impose a levy now and defer the issuance of bonds until such time as project and funding needs are clear.	Limits negative arbitrage exposure.	Does not lock in current interest rates. Does not result in having funds at the ready for anticipated project expenditures.

Ramsey County Regional Railroad Authority
Illustrative Expenditure Timing/Draw Schedule

Date	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2002 Financing	2006 Financing	2010 Financing	Total Financings
6/1/2003	14,000,000										14,000,000			14,000,000
6/1/2004		14,000,000									14,000,000			14,000,000
6/1/2005			14,000,000								14,000,000			14,000,000
6/1/2006				14,000,000							8,000,000	6,000,000		14,000,000
6/1/2007					14,000,000							14,000,000		14,000,000
6/1/2008						14,000,000						14,000,000		14,000,000
6/1/2009							14,000,000					14,000,000		14,000,000
6/1/2010								14,000,000					14,000,000	14,000,000
6/1/2011									14,000,000				14,000,000	14,000,000
6/1/2012										14,000,000			14,000,000	14,000,000
Total	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$50,000,000	\$48,000,000	\$42,000,000	\$140,000,000

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, MINNESOTA

\$141,880,000

Scenario 1 - Rail Facility Bonds, Series 2002A

(Limited Tax)

TOTAL ISSUE SOURCES AND USES

Dated 11/01/2002

Delivered 11/01/2002

	2002 Financing	2006 Financing	2010 Financing	Issue Summary
SOURCES OF FUNDS				
Par Amount of Bonds.....	\$50,660,000.00	\$48,640,000.00	\$42,580,000.00	\$141,880,000.00
TOTAL SOURCES.....	\$50,660,000.00	\$48,640,000.00	\$42,580,000.00	\$141,880,000.00
USES OF FUNDS				
Projects for 2010.....	-	-	14,000,000.00	14,000,000.00
Projects for 2011.....	-	-	14,000,000.00	14,000,000.00
Projects for 2012.....	-	-	14,000,000.00	14,000,000.00
Projects for 2007.....	-	14,000,000.00	-	14,000,000.00
Projects for 2008.....	-	14,000,000.00	-	14,000,000.00
Projects for 2009.....	-	14,000,000.00	-	14,000,000.00
Projects for 2003.....	14,000,000.00	-	-	14,000,000.00
Projects for 2004.....	14,000,000.00	-	-	14,000,000.00
Projects for 2005.....	14,000,000.00	-	-	14,000,000.00
Projects for 2006 - Partial.....	8,000,000.00	6,000,000.00	-	14,000,000.00
Total Underwriter's Discount (1.000%).....	506,600.00	486,400.00	425,800.00	1,418,800.00
Costs of Issuance.....	150,000.00	150,000.00	150,000.00	450,000.00
Rounding Amount.....	3,400.00	3,600.00	4,200.00	11,200.00
TOTAL USES.....	\$50,660,000.00	\$48,640,000.00	\$42,580,000.00	\$141,880,000.00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, MINNESOTA

\$141,880,000

*Scenario 1 - Rail Facility Bonds, Series 2002A
(Limited Tax)*

TOTAL DEBT SERVICE

DATE	Rail Authority 50 Rail Bonds 2002A 2002 Financing	Rail Authority 50 Rail Bonds 2006A 2006 Financing	Rail Authority 50 Rail Bonds 2010A 2010 Financing	TOTAL
2/01/2004	3,921,618.75	-	-	3,921,618.75
2/01/2005	3,925,785.00	-	-	3,925,785.00
2/01/2006	3,926,505.00	-	-	3,926,505.00
2/01/2007	3,925,475.00	3,532,496.25	-	7,457,971.25
2/01/2008	3,922,275.00	3,532,515.00	-	7,454,790.00
2/01/2009	3,925,442.50	3,531,990.00	-	7,457,432.50
2/01/2010	3,922,135.00	3,531,670.00	-	7,453,805.00
2/01/2011	3,922,072.50	3,531,170.00	2,527,028.13	9,980,270.63
2/01/2012	3,921,795.00	3,534,387.50	2,530,277.50	9,986,460.00
2/01/2013	3,925,945.00	3,532,687.50	2,530,562.50	9,989,195.00
2/01/2014	3,922,750.00	3,530,850.00	2,529,522.50	9,983,122.50
2/01/2015	3,923,170.00	3,529,947.50	2,527,097.50	9,980,215.00
2/01/2016	3,921,585.00	3,529,637.50	2,528,045.00	9,979,267.50
2/01/2017	3,922,565.00	3,533,737.50	2,527,655.00	9,983,957.50
2/01/2018	3,924,027.50	3,532,427.50	2,530,867.50	9,987,322.50
2/01/2019	3,921,620.00	3,530,547.50	2,527,815.00	9,979,982.50
2/01/2020	3,924,845.00	3,532,692.50	2,528,680.00	9,986,217.50
2/01/2021	3,924,325.00	3,532,197.50	2,527,980.00	9,984,502.50
2/01/2022	3,922,970.00	3,529,562.50	2,530,890.00	9,983,422.50
2/01/2023	3,921,750.00	3,529,325.00	2,532,130.00	9,983,205.00
2/01/2024	-	7,451,895.00	2,531,650.00	9,983,545.00
2/01/2025	-	7,453,725.00	2,534,127.50	9,987,852.50
2/01/2026	-	7,453,575.00	2,534,515.00	9,988,090.00
2/01/2027	-	-	9,982,752.50	9,982,752.50
2/01/2028	-	-	9,984,247.50	9,984,247.50
2/01/2029	-	-	9,984,437.50	9,984,437.50
2/01/2030	-	-	9,980,300.00	9,980,300.00
Total	78,468,656.25	82,397,036.25	80,410,580.63	241,276,273.13

PAR AMOUNTS OF SELECTED ISSUES

Rail Authority -2002 Financing.....	50,660,000.00
Rail Authority -2006 Financing.....	48,640,000.00
Rail Authority -2010 Financing.....	42,580,000.00
TOTAL.....	141,880,000.00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, MINNESOTA

\$141,880,000

Scenario 1 - Rail Facility Bonds, Series 2002A
(Limited Tax)**DEBT SERVICE SCHEDULE**

Date	Principal	Coupon	Interest	Total P+I	105% Levy
2/01/2003	-	-	-	-	-
2/01/2004	1,290,000.00	1.900%	2,631,618.75	3,921,618.75	4,117,699.69
2/01/2005	1,845,000.00	2.400%	2,080,785.00	3,925,785.00	4,122,074.25
2/01/2006	1,890,000.00	2.700%	2,036,505.00	3,926,505.00	4,122,830.25
2/01/2007	3,710,000.00	2.714%	3,747,971.25	7,457,971.25	7,830,869.81
2/01/2008	3,220,000.00	3.179%	4,234,790.00	7,454,790.00	7,827,529.50
2/01/2009	3,325,000.00	3.417%	4,132,432.50	7,457,432.50	7,830,304.13
2/01/2010	3,435,000.00	3.655%	4,018,805.00	7,453,805.00	7,826,495.25
2/01/2011	4,425,000.00	3.567%	5,555,270.63	9,980,270.63	10,479,284.16
2/01/2012	4,035,000.00	3.898%	5,951,460.00	9,986,460.00	10,485,783.00
2/01/2013	4,195,000.00	4.078%	5,794,195.00	9,989,195.00	10,488,654.75
2/01/2014	4,360,000.00	4.195%	5,623,122.50	9,983,122.50	10,482,278.63
2/01/2015	4,540,000.00	4.316%	5,440,215.00	9,980,215.00	10,479,225.75
2/01/2016	4,735,000.00	4.442%	5,244,267.50	9,979,267.50	10,478,230.88
2/01/2017	4,950,000.00	4.578%	5,033,957.50	9,983,957.50	10,483,155.38
2/01/2018	5,180,000.00	4.678%	4,807,322.50	9,987,322.50	10,486,688.63
2/01/2019	5,415,000.00	4.779%	4,564,982.50	9,979,982.50	10,478,981.63
2/01/2020	5,680,000.00	4.872%	4,306,217.50	9,986,217.50	10,485,528.38
2/01/2021	5,955,000.00	4.972%	4,029,502.50	9,984,502.50	10,483,727.63
2/01/2022	6,250,000.00	5.043%	3,733,422.50	9,983,422.50	10,482,593.63
2/01/2023	6,565,000.00	5.098%	3,418,205.00	9,983,205.00	10,482,365.25
2/01/2024	6,900,000.00	5.372%	3,083,545.00	9,983,545.00	10,482,722.25
2/01/2025	7,275,000.00	5.426%	2,712,852.50	9,987,852.50	10,487,245.13
2/01/2026	7,670,000.00	5.480%	2,318,090.00	9,988,090.00	10,487,494.50
2/01/2027	8,085,000.00	5.300%	1,897,752.50	9,982,752.50	10,481,890.13
2/01/2028	8,515,000.00	5.400%	1,469,247.50	9,984,247.50	10,483,459.88
2/01/2029	8,975,000.00	5.450%	1,009,437.50	9,984,437.50	10,483,659.38
2/01/2030	9,460,000.00	5.500%	520,300.00	9,980,300.00	10,479,315.00
Total	141,880,000.00	-	99,396,273.13	241,276,273.13	253,340,086.79

SIGNIFICANT DATES

Dated.....	11/01/2002
Delivery Date.....	11/01/2002
First Coupon Date.....	8/01/2003

YIELD STATISTICS

Bond Year Dollars.....	\$2,463,200.00
Average Life.....	17.361 Years
Average Coupon.....	4.0352498%
Net Interest Cost (NIC).....	4.0928497%
True Interest Cost (TIC).....	5.0384705%
Bond Yield for Arbitrage Purposes.....	4.9335510%
All Inclusive Cost (AIC).....	5.0717269%

IRS FORM 8038

Net Interest Cost.....	4.0352498%
Weighted Average Maturity.....	17.361 Years

Interest rates are estimates. Changes in rates may
cause significant alterations to this schedule.
The actual underwriter's discount bid may also vary.

RAMSEY COUNTY RAILROAD REGIONAL AUTHORITY, MINNESOTA

\$120,205,000

Scenario 2 - Rail Facility Bonds

(Limited Tax)

TOTAL ISSUE SOURCES AND USES

Dated 11/01/2002

Delivered 11/01/2002

	2002 Financing	2006 Financing	2010 Financing	Issue Summary
SOURCES OF FUNDS				
Par Amount of Bonds.....	\$50,660,000.00	\$35,095,000.00	\$34,450,000.00	\$120,205,000.00
Accumulated Excess Levy.....	-	13,407,273.75	8,046,758.75	21,454,032.50
TOTAL SOURCES.....	\$50,660,000.00	\$48,502,273.75	\$42,496,758.75	\$141,659,032.50
USES OF FUNDS				
Projects for 2010.....	-	-	14,000,000.00	14,000,000.00
Projects for 2011.....	-	-	14,000,000.00	14,000,000.00
Projects for 2012.....	-	-	14,000,000.00	14,000,000.00
Projects for 2007.....	-	14,000,000.00	-	14,000,000.00
Projects for 2008.....	-	14,000,000.00	-	14,000,000.00
Projects for 2009.....	-	14,000,000.00	-	14,000,000.00
Projects for 2003.....	14,000,000.00	-	-	14,000,000.00
Projects for 2004.....	14,000,000.00	-	-	14,000,000.00
Projects for 2005.....	14,000,000.00	-	-	14,000,000.00
Projects for 2006 - Partial.....	8,000,000.00	6,000,000.00	-	14,000,000.00
Total Underwriter's Discount (1.000%).....	506,600.00	350,950.00	344,500.00	1,202,050.00
Costs of Issuance.....	150,000.00	150,000.00	150,000.00	450,000.00
Rounding Amount.....	3,400.00	1,323.75	2,258.75	6,982.50
TOTAL USES.....	\$50,660,000.00	\$48,502,273.75	\$42,496,758.75	\$141,659,032.50

Springsted Incorporated
Advisors to the Public Sector

File = Ramsey-1.sf-Rail Authority \$50 Rail Bonds 2002-06-10 B-Issue Summary
8/9/2002 12:11 PM

RAMSEY COUNTY RAILROAD REGIONAL AUTHORITY, MINNESOTA

\$120,205,000

Scenario 2 - Rail Facility Bonds

(Limited Tax)

TOTAL DEBT SERVICE

DATE	Rail Authority 2002 Financing	Rail Authority 2006 Financing	Rail Authority 2010 Financing	TOTAL
2/01/2004	3,921,618.75	-	-	3,921,618.75
2/01/2005	3,925,785.00	-	-	3,925,785.00
2/01/2006	3,926,505.00	-	-	3,926,505.00
2/01/2007	3,925,475.00	2,457,398.13	-	6,382,873.13
2/01/2008	3,922,275.00	2,460,237.50	-	6,382,512.50
2/01/2009	3,925,442.50	2,458,052.50	-	6,383,495.00
2/01/2010	3,922,135.00	2,457,932.50	-	6,380,067.50
2/01/2011	3,922,072.50	2,459,582.50	2,008,247.50	8,389,902.50
2/01/2012	3,921,795.00	2,457,242.50	2,008,610.00	8,387,647.50
2/01/2013	3,925,945.00	2,462,007.50	2,007,230.00	8,395,182.50
2/01/2014	3,922,750.00	2,458,332.50	2,005,030.00	8,386,112.50
2/01/2015	3,923,170.00	2,457,225.00	2,006,980.00	8,387,375.00
2/01/2016	3,921,585.00	2,458,392.50	2,007,740.00	8,387,717.50
2/01/2017	3,922,565.00	2,461,012.50	2,007,615.00	8,391,192.50
2/01/2018	3,924,027.50	2,460,252.50	2,006,565.00	8,390,845.00
2/01/2019	3,921,620.00	2,461,012.50	2,004,820.00	8,387,452.50
2/01/2020	3,924,845.00	2,457,947.50	2,007,360.00	8,390,152.50
2/01/2021	3,924,325.00	2,460,327.50	2,003,790.00	8,388,442.50
2/01/2022	3,922,970.00	2,458,120.00	2,004,455.00	8,385,545.00
2/01/2023	3,921,750.00	2,461,195.00	2,004,095.00	8,387,040.00
2/01/2024	-	6,384,610.00	2,007,680.00	8,392,290.00
2/01/2025	-	6,385,580.00	2,004,752.50	8,390,332.50
2/01/2026	-	6,382,750.00	2,010,697.50	8,393,447.50
2/01/2027	-	-	8,389,960.00	8,389,960.00
2/01/2028	-	-	8,389,825.00	8,389,825.00
2/01/2029	-	-	8,388,455.00	8,388,455.00
2/01/2030	-	-	8,392,525.00	8,392,525.00
Total	78,468,656.25	60,959,210.63	65,666,432.50	205,094,299.38

PAR AMOUNTS OF SELECTED ISSUES

Rail Authority -2002 Financing.....	50,660,000.00
Rail Authority -2006 Financing.....	35,095,000.00
Rail Authority -2010 Financing.....	34,450,000.00
TOTAL.....	120,205,000.00

Springsted Incorporated
Advisors to the Public Sector

File = Ramsey~1.sf-Aggregate-
8/ 9/2002 12:12 PM

RAMSEY COUNTY RAILROAD REGIONAL AUTHORITY, MINNESOTA

\$120,205,000

Scenario 2 - Rail Facility Bonds

(Limited Tax)

NET DEBT SERVICE SCHEDULE

Date	Principal	Coupon	Interest	Total P+I	Net New D/S	105% of Total	Levy	Surplus	Balance
2/01/2003	-	-	-	-	-	-	-	-	-
2/01/2004	1,290,000.00	1.900%	2,631,618.75	3,921,618.75	3,921,618.75	4,117,699.69	8,395,182.50	4,473,563.75	4,473,563.75
2/01/2005	1,845,000.00	2.400%	2,080,785.00	3,925,785.00	3,925,785.00	4,122,074.25	8,395,182.50	4,469,397.50	8,942,961.25
2/01/2006	1,890,000.00	2.700%	2,036,505.00	3,926,505.00	3,926,505.00	4,122,830.25	8,395,182.50	4,468,677.50	13,411,638.75
2/01/2007	3,105,000.00	2.775%	3,277,873.13	6,382,873.13	6,382,873.13	6,702,016.79	8,395,182.50	2,012,309.37	2,016,674.37
2/01/2008	2,760,000.00	3.225%	3,622,512.50	6,382,512.50	6,382,512.50	6,701,638.13	8,395,182.50	2,012,670.00	4,029,344.37
2/01/2009	2,850,000.00	3.454%	3,533,495.00	6,383,495.00	6,383,495.00	6,702,669.75	8,395,182.50	2,011,687.50	6,041,031.87
2/01/2010	2,945,000.00	3.681%	3,435,067.50	6,380,067.50	6,380,067.50	6,699,070.88	8,395,182.50	2,015,115.00	8,056,146.87
2/01/2011	3,710,000.00	3.594%	4,679,902.50	8,389,902.50	8,389,902.50	8,809,397.63	8,395,182.50	5,280.00	14,668.12
2/01/2012	3,390,000.00	3.908%	4,997,647.50	8,387,647.50	8,387,647.50	8,807,029.88	8,395,182.50	7,535.00	22,203.12
2/01/2013	3,530,000.00	4.081%	4,865,182.50	8,395,182.50	8,395,182.50	8,814,941.63	8,395,182.50	-	22,203.12
2/01/2014	3,665,000.00	4.195%	4,721,112.50	8,386,112.50	8,386,112.50	8,805,418.13	8,395,182.50	9,070.00	31,273.12
2/01/2015	3,820,000.00	4.310%	4,567,375.00	8,387,375.00	8,387,375.00	8,806,743.75	8,395,182.50	7,807.50	39,080.62
2/01/2016	3,985,000.00	4.430%	4,402,717.50	8,387,717.50	8,387,717.50	8,807,103.38	8,395,182.50	7,465.00	46,545.62
2/01/2017	4,165,000.00	4.570%	4,226,192.50	8,391,192.50	8,391,192.50	8,810,752.13	8,395,182.50	3,990.00	50,535.62
2/01/2018	4,355,000.00	4.670%	4,035,845.00	8,390,845.00	8,390,845.00	8,810,387.25	8,395,182.50	4,337.50	54,873.12
2/01/2019	4,555,000.00	4.771%	3,832,452.50	8,387,452.50	8,387,452.50	8,806,825.13	8,395,182.50	7,730.00	62,603.12
2/01/2020	4,775,000.00	4.853%	3,615,152.50	8,390,152.50	8,390,152.50	8,809,660.13	8,395,182.50	5,030.00	67,633.12
2/01/2021	5,005,000.00	4.953%	3,383,442.50	8,388,442.50	8,388,442.50	8,807,864.63	8,395,182.50	6,740.00	74,373.12
2/01/2022	5,250,000.00	5.019%	3,135,545.00	8,385,545.00	8,385,545.00	8,804,822.25	8,395,182.50	9,637.50	84,010.62
2/01/2023	5,515,000.00	5.073%	2,872,040.00	8,387,040.00	8,387,040.00	8,806,392.00	8,395,182.50	8,142.50	92,153.12
2/01/2024	5,800,000.00	5.379%	2,592,290.00	8,392,290.00	8,392,290.00	8,811,904.50	8,395,182.50	2,892.50	95,045.62
2/01/2025	6,110,000.00	5.432%	2,280,332.50	8,390,332.50	8,390,332.50	8,809,849.13	8,395,182.50	4,850.00	99,895.62
2/01/2026	6,445,000.00	5.485%	1,948,447.50	8,393,447.50	8,393,447.50	8,813,119.88	8,395,182.50	1,735.00	101,630.62
2/01/2027	6,795,000.00	5.300%	1,594,960.00	8,389,960.00	8,389,960.00	8,809,458.00	8,395,182.50	5,222.50	106,853.12
2/01/2028	7,155,000.00	5.400%	1,234,825.00	8,389,825.00	8,389,825.00	8,809,316.25	8,395,182.50	5,357.50	112,210.62
2/01/2029	7,540,000.00	5.450%	848,455.00	8,388,455.00	8,388,455.00	8,807,877.75	8,395,182.50	6,727.50	118,938.12
2/01/2030	7,955,000.00	5.500%	437,525.00	8,392,525.00	8,392,525.00	8,812,151.25	8,395,182.50	2,657.50	121,595.62
Total	120,205,000.00	-	84,889,299.38	205,094,299.38	205,094,299.38	215,349,014.35	233,542,976.76	(18,193,962.41)	

Dated..... 11/01/2002
 Delivery Date..... 11/01/2002
 First Coupon Date..... 8/01/2003

YIELD STATISTICS

Bond Year Dollars..... \$2,073,151.25
 Average Life..... 17.247 Years
 Average Coupon..... 4.0946988%
 Net Interest Cost (NIC)..... 4.1526806%
 True Interest Cost (TIC)..... 5.0137860%
 Bond Yield for Arbitrage Purposes..... 4.9099790%
 All Inclusive Cost (AIC)..... 5.0520827%

IRS FORM 8038

Net Interest Cost..... 4.0946988%
 Weighted Average Maturity..... 17.247 Years

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**NET TAX CAPACITY VALUES AND RATES
OVERALL Regional Rail Authority**

	2002	Estimated 2003	INC/ (DECREASE)	PERCENT INC/(DEC)
Certified Levy	\$306,000	\$9,400,000	\$9,094,000	2971.9%
Net Tax Capacity	266,595,503	300,435,333	33,839,830	12.7%
Tax Capacity Rate	0.096%	3.107%	3.011%	3136.5%

**PROPERTIES in Ramsey County
Regional Rail Authority COMPARISON - PAYABLE 2003 (ESTIMATED)**

(A) Constant Market Value

Home with an Est. Market Value of:	\$75,000	\$100,000	\$150,000	\$300,000
2003 Gross Regional Rail Only Tax (Estimated)	\$23.30	\$31.07	\$46.61	\$93.21
2002 Gross Regional Rail Only Tax	\$0.72	\$0.96	\$1.44	\$2.88
Net Increase/(Decrease)	\$22.58	\$30.11	\$45.17	\$90.33
Percent Change	3136.1%	3136.5%	3136.8%	3136.5%

(B) Market Value increase of

10.00%

Home with a 2002 Estimated Market Value of:	\$75,000	\$100,000	\$150,000	\$300,000
2003 Gross Regional Rail Only Tax (Estimated)	\$23.30	\$31.07	\$46.61	\$93.21
2002 Gross Regional Rail Only Tax	\$0.65	\$0.87	\$1.31	\$2.62
Net Increase/(Decrease)	\$22.65	\$30.20	\$45.30	\$90.59
Percent Change	3484.6%	3471.3%	3458.0%	3457.6%

(A) Constant Market Value

Business with an Est. Market Value of:	\$100,000	\$500,000	\$1,000,000
2003 Gross Regional Rail Only Tax (Estimated)	\$46.61	\$287.40	\$598.10
2002 Gross Regional Rail Only Tax	\$1.44	\$8.88	\$18.48
Net Increase/(Decrease)	\$45.17	\$278.52	\$579.62
Percent Change	3136.8%	3136.5%	3136.5%

Apartment with an Est. Market Value of:	\$100,000	\$500,000	\$1,000,000
2003 Gross Regional Rail Only Tax (Estimated)	\$46.61	\$233.03	\$466.05
2002 Gross Regional Rail Only Tax	\$1.73	\$8.64	\$17.28
Net Increase/(Decrease)	\$44.88	\$224.39	\$448.77
Percent Change	2594.2%	2597.1%	2597.0%

DRAFT

Kathryn DeSpiegelaere, Director

665 RCGC-West

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REGIONAL RAILROAD AUTHORITY

MISSION STATEMENT

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The Authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

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

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

PROGRAM/SERVICE ALLOCATION (PROPOSED)

REGIONAL RAILROAD AUTHORITY

Program/Service	Mand./ Discr.	Performance Measure(s)	2003 Proposed			
			FTE's	Budget	Financing	Levy
Administration (RCRRA)	D	0	0.00	897,312	210,600	686,712
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	D	0	0.00	31,950	15,000	16,950
Projects & Grants						
Rush Line Corridor	D	0	0.00	1,500	0	1,500
Riverview Transit Improvements	D	0	0.00	0	0	0
RCRRA Debt Service						
\$50 Million Bond Issue	LO	0	0.00	3,921,619	0	3,921,619
RCRRA Capital Projects						
Capital Improvements	D	0	0.00	55,133,564	50,660,000	4,473,564
			0.00	59,985,945	50,885,600	9,100,345

SUMMARY

		Levy %	FTE's	Budget	Financing	Levy
Total Mandated	M	0.0%	0.00	0	0	0
Total Mandated/Discretionary	M/D	0.0%	0.00	0	0	0
Total Discretionary/Mandated	D/M	0.0%	0.00	0	0	0
Total Discretionary	D	56.9%	0.00	56,064,326	50,885,600	5,178,726
Total Legal Obligations	LO	43.1%	0	3,921,619	0	3,921,619
			0.00	59,985,945	50,885,600	9,100,345
2002 Approved Budget			0.00	2,560,500	2,260,500	300,000
Inc/(Dec) from Previous Year			0.00	57,425,445	48,625,100	8,800,345
% Inc/(Dec) from Previous Year			0%	2242.7%	2151.1%	2933.4%

KEY: M = Program and Service Level is Mandated; M/D = Program is Mandated, Service Level is Discretionary;
D/M = Program is Discretionary, Service Level is Mandated; D = Program and Service Level is Discretionary; and
LO = Legal Obligations

PROGRAM/SERVICE ALLOCATION (PROPOSED)
CHANGE FROM PREVIOUS YEARS APPROVED

REGIONAL RAILROAD AUTHORITY

Program/Service	Change from 2002 Approved			
	FTE's	Budget	Financing	Levy
Administration (RCRRA)	-	245,168	(162,900)	408,068
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	-	(6)	3,000	(3,006)
Projects & Grants				
Rush Line Corridor	-	100	-	100
Riverview Transit Improvements	-	(1,875,000)	(1,875,000)	-
RCRRA Debt Service				
\$50 Million Bond Issue	-	3,921,619	-	3,921,619
RCRRA Capital Projects				
Capital Improvements	-	55,133,564	50,660,000	4,473,564
Inc(Dec) from Previous Year	-	57,425,445	48,625,100	8,800,345
% Inc(Dec) from Previous Year		2242.7%	2151.1%	2933.4%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OVERALL BUDGET SUMMARY

	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Expenditure/Appropriation	2,516,793	2,560,500	59,985,945	59,985,945	
Revenue/Estimated Revenue	503,435	2,260,500	50,885,600	50,885,600	
Fund Balance	1,813,358	-	-	-	
RCRRA Tax Levy	200,000	300,000	9,100,345	9,100,345	
Allowance for Uncollectible Taxes	4,000	6,000	299,655	299,655	
Total RCRRA Tax Levy	204,000	306,000	9,400,000	9,400,000	
Inc/(Dec) From Previous Year			9,094,000	9,094,000	
% Inc-/Dec From Previous Year			2971.9%	2971.9%	

EXPENDITURE/APPROPRIATION SUMMARY BY FUND

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
12501	RCRRA Operating Fund	2,516,793	2,560,500	930,762	930,762	
16801	RCRRA Debt Service Fund	-	-	3,921,619	3,921,619	
17801	RCRRA Capital Projects	-	-	55,133,564	55,133,564	
Total Expenditure/Appropriation RCRRA		2,516,793	2,560,500	59,985,945	59,985,945	
	Inc/(Dec) From Previous Year			57,425,445	57,425,445	
	% Inc-/Dec From Previous Year			2242.7%	2242.7%	

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY FUND

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
12501	RCRRA Operating Fund	503,435	2,260,500	225,600	225,600	
16801	RCRRA Debt Service Fund	-	-	-	-	
17801	RCRRA Capital Projects	-	-	50,660,000	50,660,000	
Total Revenue/Estimated Revenue		503,435	2,260,500	50,885,600	50,885,600	
	Inc/(Dec) From Previous Year			48,625,100	48,625,100	
	% Inc-/Dec From Previous Year			2151.1%	2151.1%	

FUND BALANCE SUMMARY

Dec/(Inc) Northeast Corridor-ROW	2,060,390	-	-	-
Dec/(Inc) Adjustment to actuals	(247,032)	-	-	-
Total Fund Balance	1,813,358	-	-	-

MAJOR CHANGES (PROPOSED)**RAMSEY COUNTY REGIONAL RAIL AUTHORITY**

LISTED BELOW ARE THE MAJOR ITEMS THAT HAVE CONTRIBUTED TO CHANGES IN THE DEPARTMENT'S APPROPRIATION AND FINANCING OVER THE PREVIOUS YEAR. THIS MAY NOT EQUAL THE DIFFERENCE OVER 2002 AS ONLY THE MAJOR CHANGES ARE LISTED HERE.

Description	2003 Budget	2003 Financing	2003 Levy
Operating Budget inc/(dec) over 2002	245,162	(159,900)	405,062
Special Projects inc/(dec) over 2002	(1,874,900)	(1,875,000)	100
Debt Service inc/(dec) over 2002	3,921,619	0	3,921,619
Capital Improvements inc/(dec) over 2002	55,133,564	50,660,000	4,473,564
Adjusted inc/(dec) over 2002	57,425,445	48,625,100	8,800,345
% Inc/-Dec over 2002	2242.7%	2151.1%	2875.9%

OPERATING BUDGET:

1 Contingent	70,131	0	70,131
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To provide funds for professional services that may be needed in 2003 in relation to the \$50 million bond issuance and for special needs or projects which could include planning, engineering or outreach activities in 2003.

2 Support Services	42,741	0	42,741
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There is an anticipated increase in the cost of legal services provided by the County Attorney's Office and accounting services provided by the Budgeting & Accounting Office due to the increase in the budget as a result of the planned issuance of the \$50 million in bonds.

3 Interest on Investments	0	(162,900)	162,900
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There is a decrease in the estimated amount of interest on investments that will be earned in 2003 due to the anticipation that less cash will be available to invest and lower interest rates. The interest rates that the County is currently receiving on investments are at a 40-year low. Also, allocation of interest earnings to the various funds was changed from the overall portfolio rate to the rate of the chosen benchmark, the one-year Treasury index.

4 County Project Management Services	56,741	0	56,741
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Includes \$50,000 to assist the Authority in transportation planning assistance on funding issues.

MAJOR CHANGES (PROPOSED)**RAMSEY COUNTY REGIONAL RAIL AUTHORITY**

Description	2002 Budget	2002 Financing	2002 Levy
5 Information Services	50,000	0	50,000

Funds for LOCATE to provide information for public meetings and follow up work.

SPECIAL PROJECTS

1 Riverview Transit Improvements	(1,875,000)	(1,875,000)	0
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This was a one-time grant in 2002 from the Minnesota Department of Transportation (Mn/DOT) for the purpose of constructing transit improvements of bus shelters, lighting and benches along East and West Seventh Streets and in downtown Saint Paul. The estimated completion of this project is September 30, 2003.

RCRRA DEBT SERVICE

1 Bond Principal & Interest Costs	3,921,619	0	3,921,619
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Regional Railroad Authority Resolution R01-17, dated November 6, 2001, stated "That for reasons of economic stimulus and investment in transportation choices for the future, will sell bonds in 2002, in the amount of \$50 million for the acquisition, restoration, and/or refurbishment of a downtown Saint Paul transit, transportation and rail center, which could include the Saint Paul Union Depot, for the east metropolitan area.

The 2003 proposed amount is based on the information received from Springsted, Inc., the Authority's financial advisor, on the estimated debt service cost for the \$50 million bond issue. The proposal is based on a "level" annual property tax levy of \$8,395,183. The tax levy would finance the annual debt service costs and also provide levy funds in the early years for capital

RCRRA CAPITAL PROJECTS

1 Capital Improvements	55,133,564	50,660,000	4,473,564
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The estimated cost of Regional Rail transit projects from now until the year 2012 is \$140 million. It is anticipated that the total cost would be financed partially through the issuance of General Obligation Bonds and the balance through tax levy. Financing the projects with tax levy saves the annual debt service costs over the length of the bond issue.

TOTAL	57,399,796	48,622,100	8,777,696
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
RCRRA Operating Budget

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	312,910	652,144	897,312	897,312	
150106	NE Corridor Maintenance Kellogg to Beam	2,132	31,956	31,950	31,950	
	Total Operations	315,042	684,100	929,262	929,262	
SPECIAL PROJECTS						
150111	Red Rock Corridor	70,000	-	-	-	
150180	Northeast Corridor - Right of Way (ROW)	2,060,390	-	-	-	
150180	Northeast Diagonal Corridor	70,000	-	-	-	
150180	Rush Line Corridor	1,361	1,400	1,500	1,500	
150180	Riverview Transit Improvements	-	1,875,000	-	-	
	Total Special Projects	2,201,751	1,876,400	1,500	1,500	
	Total Expenditure/Appropriation RCRRA	2,516,793	2,560,500	930,762	930,762	

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	487,683	373,500	210,600	210,600	
150106	NE Corridor Maintenance Kellogg to Beam	15,729	12,000	15,000	15,000	
	Total Operations	503,412	385,500	225,600	225,600	
SPECIAL PROJECTS						
150180	Northeast Corridor - Right of Way (ROW)	-	-	-	-	
150180	Rush Line Corridor	23	-	-	-	
150180	Riverview Transit Improvements	-	1,875,000	-	-	
	Total Special Projects	23	1,875,000	-	-	
	Total Revenue/Estimated Revenue	503,435	2,260,500	225,600	225,600	
	Fund Balance - Dec/(Inc) Northeast Corridor-ROW	2,060,390	-	-	-	
	Fund Balance - Dec/(Inc) Adjustment to actuals	(247,032)	-	-	-	

RCRRA TAX LEVY SUMMARY

Tax Levy	200,000	300,000	705,162	705,162
Allowance for Uncollectible Tax (2%)	4,000	6,000	14,103	14,103
Net Tax Levy	204,000	306,000	719,265	719,265
Inc/(Dec) From 2002			413,265	413,265
% Inc/(Dec) From 2002			135.1%	135.1%

Kathryn DeSpiegelaere

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150101 – ADMINISTRATION**

STATEMENT OF MISSION

To provide overall administration consistent with the Railroad Authority's mission and direction provided by the Board of the Regional Railroad Authority.

OBJECTIVES

1. To advocate for transit services to meet changing needs for today and for succeeding generations.
2. To respond to the transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.
3. To plan integrated transportation services in cooperation with other agencies.
4. To encourage community participation in Rail Authority deliberations and decision-making processes.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Approved	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	302,163	485,295	668,032	668,032	
430000	Supplies	2,251	4,050	4,050	4,050	
440000	Capital Outlay	8,496	12,700	5,000	5,000	
470000	Contingent	-	150,099	220,230	220,230	
	Total Expenditures/Appropriations	312,910	652,144	897,312	897,312	
	Inc/(Dec) From Previous Year			245,168	245,168	
	% Inc/(Dec) From Previous Year			37.6%	37.6%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Approved	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
318000	Revenue from Use of Money/Property	481,833	373,500	210,600	210,600	
319000	Other Revenues	5,850	-	-	-	
	Total Revenues/Estimated Revenues	487,683	373,500	210,600	210,600	
	Inc/(Dec) From Previous Year			(162,900)	(162,900)	
	% Inc/(Dec) From Previous Year			-43.6%	-43.6%	

Fund Balance - Dec/(Inc) Adjustment to actuals	(212,571)	-	-	-		
RCRRA TAX LEVY	37,798	278,644	686,712	686,712		
Inc/(Dec) From Previous Year			408,068	408,068		
% Inc/(Dec) From Previous Year			146.4%	146.4%		

EXPENDITURE/APPROPRIATION DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

150101-ADMINISTRATION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OPERATING CAPITAL OUTLAY</u>						
441204	Office Furniture & Equipment	-	7,500	-	-	-
441206	Communications Equipment	-	-	-	-	-
441211	Data Processing Equipment	8,496	5,200	5,000	5,000	-
441215	PC Software	-	-	-	-	-
442201	Remodeling	-	-	-	-	-
	Total Operating Capital Outlay	8,496	12,700	5,000	5,000	-
<u>CONTINGENT</u>						
471101	Contingent Appropriations	-	150,099	220,230	220,230	-
	Total Contingent	-	150,099	220,230	220,230	-
	Total 150101 - Administration	312,910	652,144	897,312	897,312	-

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

59101-ADMINISTRATION

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Approved	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>REVENUE FROM USE OF MONEY & PROPERTY</u>						
318102	Interest on Investments	481,833	373,500	210,600	210,600	-
	Total Revenue from Use of Money/Prop.	481,833	373,500	210,600	210,600	-
<u>OTHER REVENUES</u>						
319103	Recovery-Current Year's Expense	5,850	-	-	-	-
	Total Other Revenues	5,850	-	-	-	-
<u>TAXES & PENALTIES</u>						
314618	Market Value Homestead Credit	-	-	-	-	-
321804	Fiscal Disparity	-	-	-	-	-
322101	Current-RE & PP	199,339	300,000	-	-	-
322102	Current-Mobile Homes	277	-	-	-	-
322103	Delinquent Re & PP	133	-	-	-	-
322104	Delinquent Mobile Homes	7	-	-	-	-
322110	HRA Shelter Rentals	122	-	-	-	-
322111	Gov't Acquired Property Rental	18	-	-	-	-
	Total Taxes & Penalties	199,896	300,000	-	-	-
	Total 150101 - Administration	687,579	673,500	210,600	210,600	-

EXPENDITURE/APPROPRIATION DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OTHER SERVICES AND CHARGES</u>						
421102	State Auditor	2,356	2,400	4,000	4,000	
421103	Budgeting & Accounting Services	7,033	7,000	30,000	30,000	
421208	County Attorney Services	15,235	12,000	25,000	25,000	
421402	Data Processing Services-MTCE	3,606	4,600	4,900	4,900	
421501	Consulting Services	-	60,000	60,000	60,000	
421506	Legislative Representative	25,750	50,000	70,000	70,000	
421511	County Project Management Services	156,496	203,422	260,163	260,163	
421519	Clerical Services	15,542	15,000	15,000	15,000	
421520	Microfilm / Microfiche Processing	161	-	200	200	
421527	County Manager Services	2,995	10,000	10,000	10,000	
421528	Management & Information Svcs	-	-	50,000	50,000	
421602	Advertising & Promotion	220	-	-	-	
421603	Printing & Stationery	1,661	5,375	5,644	5,644	
421701	Postage	1,769	2,000	2,100	2,100	
421706	Telephone Long Dist Charges	105	200	210	210	
421707	Telephone-Local Service	2,203	2,200	2,310	2,310	
421710	Telephone-Cellular	977	1,600	1,680	1,680	
421712	Pager Services	64	65	68	68	
422402	Building & Office Space	12,662	12,883	12,883	12,883	
422403	Parking Space	2,104	2,600	2,730	2,730	
422601	Equipment & Machinery Repairs	1,151	2,000	2,100	2,100	
423101	Tuition	-	1,000	1,050	1,050	
423111	Employee Development	300	500	500	500	
424107	Liability & Property Damage-Ins	2,202	2,400	2,950	2,950	
424302	Membership & Dues	6,028	5,500	20,000	20,000	
424303	Conference & Seminar Expenses	21,854	20,000	20,000	20,000	
424304	Other Travel	985	10,000	10,000	10,000	
424305	Volunteer/Committee Meeting Expense	74	200	210	210	
424306	Meeting Expense Account	633	3,000	3,150	3,150	
424501	Mileage	1,580	3,000	3,150	3,150	
424507	Messenger Service	195	850	890	890	
424620	Books, Periodicals, and Subscriptions	50	500	525	525	
425102	Subsidies to Other Entities	16,172	45,000	46,619	46,619	
Total Other Services & Charges		302,163	485,295	668,032	668,032	
<u>SUPPLIES</u>						
431101	Office Supplies	1,423	2,800	2,500	2,500	
431102	Computer Operating Supplies	503	1,000	1,300	1,300	
432201	Non Capitalized Equipment	-	-	-	-	
432202	PC Software	325	250	250	250	
Total Supplies		2,251	4,050	4,050	4,050	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY 150101 - ADMINISTRATION

SELECTED EXPENDITURE EXPLANATIONS

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Budgeting & Accounting Services	\$7,033	\$7,000	\$30,000	\$30,000	

EXPLANATION: This amount will provide for a half-time budget analyst to offer assistance with contracts, grant agreements, and audits in 2003.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
County Attorney Services	\$15,235	\$12,000	\$25,000	\$25,000	

EXPLANATION: This amount will provide for additional attorney time on new agreements with the Minnesota Department of Transportation and other agencies for corridors in 2003.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Consultant Services	\$ -	\$60,000	\$60,000	\$60,000	

EXPLANATION: This amount will provide for special needs for consultant services, which could include planning, engineering or outreach activities in 2003.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Legislative Representative	\$25,750	\$50,000	\$70,000	\$70,000	

EXPLANATION: Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account provides funds for monitoring legislation and providing information to Legislators and Congress.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
County Project Management Serv	\$156,496	\$191,000	\$260,163	\$260,163	

EXPLANATION: Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in the County Public

Works Department. This account provides a specific identifier to reimburse Ramsey County departments for these services.

In 2003, County Project Management Services will be provided for administration and activities on the Riverview, Central, Red Rock, Northeast Diagonal and Rush Line Corridors. The information on this page is only for the overall Administration of the Railroad Authority.

PROJECT MANAGEMENT TEAM (Administration Cost Center)

Estimated Cost
(including salaries, fringe benefits,
and indirect costs)

Staff

Director	1.0 FTE	\$117,034
Transportation Planner	1.0 FTE	\$66,955
Administrative Secretary	<u>.525FTE</u>	\$26,175
Transportation Planning Assistance		<u>\$49,999</u>
Total FTE	2.525 FTE	
Total Estimated Cost		\$260,163

NOTE: Costs include salaries, fringe benefits and prorated indirect costs for processing payrolls as determined by Ramsey County Public Works Department. Costs for the Regional Railroad Authority's Right of Way Specialist position have been included in the Northeast Corridor maintenance and Beam to North County Line activities. There is an increase of \$49,999 to be used to assist the Authority in transportation planning assistance on fund issues.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Management & Information Serv	\$0	\$0	\$50,000	\$50,000	

EXPLANATION: This line item will provide funds for 2003 LOCATE public meetings and follow up work.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Subsidies to Other Entities	\$16,172	\$45,000	\$46,619	\$46,619	

EXPLANATION: The Metropolitan Rail Transit Joint Powers Board undertakes legislative, planning and coordination of transit activities in the seven county metro area. Ramsey County Regional Railroad Authority is a member, and this provides for the 2003 contribution to the work of the organization.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Memberships and Dues	\$6,028	\$5,500	\$20,000	\$20,000	

EXPLANATION: This amount provides for fees associated with membership to the American Public Transportation Association, I-35W Corridor Coalition, St. Paul Transportation Management Organization, Midwest High Speed Rail Coalition and others.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Data Processing Equipment	\$8,496	\$5,200	\$5,000	\$5,000	

EXPLANATION: Equipment needs for the Rail Authority in 2003 may include updating existing computer and technical equipment.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Contingent	\$-	\$150,099	\$220,230	\$220,230	

EXPLANATION: This line item will provide funds for professional services that may be needed in 2003 in relation to the issuance of the \$50 million in bonds and for special needs or projects which could include planning, engineering or outreach activities in 2003. This will also allow for other unforeseen needs that may arise during 2003.

SELECTED REVENUE EXPLANATIONS

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Interest on Investments	\$481,833	\$373,500	\$210,600	\$210,600	

EXPLANATION: The Regional Railroad Authority's cash is included with the County's investments and the earnings are distributed at the end of each month. The interest that can be earned in 2003 depends on how much cash is available for investment and the rate of the chosen benchmark, the one year Treasury index.

In 2002 or 2003, the Regional Railroad Authority is anticipating a right-of-way purchase of the Burlington Northern line from the West County Line to Rollins Oil in Roseville. The Regional Railroad Authority has also received several federal grants where the grant funds are received on a reimbursement type arrangement. This means the cash on hand is temporarily not available for investment, until the cash reimbursement is received from the granting authority

Taking into account the cash on hand (\$8.6 million as of 12/31/2001) and the expected uses of cash, the amount available for investment during the year will be \$8.1 million.

The rate of return on short-term investments for the first six months of 2002 has been at its lowest level in 40 years. The rate has remained at the low range of 1.7%-2.3% for most of the first half of 2002. For the preparation of the 2003 budget, it is estimated that the rate of return will increase slightly, possibly to 2.6% for the year 2003. A rate of return of 2.6% would provide interest income of \$210,600 in 2003 to assist in financing the Regional Railroad Authority's 2003 budget.

Cash on Hand 12/31/2001	\$8,600,000
Less: right-of-way purchase	-200,000
Less: cash flow for grants	-300,000
Cash Available for Investment	<u>\$8,100,000</u> x 2.60% = \$210,600

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM**

STATEMENT OF MISSION

To provide for acquisition and maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106-NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	2,132	31,956	31,950	31,950	
	Total Expenditures/Appropriations	2,132	31,956	31,950	31,950	
	Inc/(Dec) From Previous Year			(6)	(6)	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
318000	Revenue from Use of Money/Property	15,729	12,000	15,000	15,000	
	Total Revenues/Estimated Revenues	15,729	12,000	15,000	15,000	
	Inc/(Dec) From Previous Year			3,000	3,000	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc) Adjustment to actuals

(34,674)

RCRRA TAX LEVY

21,077	19,956	16,950	16,950
		(3,006)	(3,006)
		-15.1%	-15.1%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106 - NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
421208	County Attorney Services	138	-	-	-	
421511	County Project Management	1,971	11,956	11,950	11,950	
422801	Grounds-Repairs	-	15,000	15,000	15,000	
424202	Assessments	23	5,000	5,000	5,000	
	Total Other Services & Charges	2,132	31,956	31,950	31,950	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>REVENUE FROM USE OF MONEY & PROPERTY</u>					
318203	Rental of Land	15,729	12,000	15,000	15,000	
	Total Revenue from Use of Money/Prop.	15,729	12,000	15,000	15,000	

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM****SELECTED EXPENDITURE EXPLANATIONS**

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
County Project Management Serv	\$1,971	\$11,956	\$11,950	\$11,950	

EXPLANATION: This account will provide funds to reimburse Ramsey County Public Works Department for staff time spent on right of way issues related to the Northeast Corridor, Kellogg to Beam.

SELECTED REVENUE EXPLANATIONS

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Rental of Land	\$15,729	\$12,000	\$15,000	\$15,000	

EXPLANATION: Leases of Rail Authority property generates revenue to the Rail Authority.

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150111 – RED ROCK CORRIDOR**

STATEMENT OF MISSION

To plan transit for the Red Rock Corridor from St. Paul to Hastings.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	70,000	-	-	-	-
	Total Expenditures/Appropriations	70,000	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - - -

RCRRA TAX LEVY

70,000	-	-	-	-
Inc/(Dec) From Previous Year		-	-	-
% Inc/(Dec) From Previous Year		0.0%	0.0%	0.0%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
424610	Participation Fees	70,000	-	-	-	-
425103	Subsidies Local Match	-	-	-	-	-
	Total Other Services & Charges	70,000	-	-	-	-
	Total 150111 Red Rock Corridor	70,000	-	-	-	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121001 – NORTHEAST CORRIDOR ROW**

STATEMENT OF MISSION

To acquire and provide for maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121001 - NORTHEAST CORRIDOR ROW

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420000	Other Services & Charges	47,136	-	-	-	
430000	Supplies	13,254	-	-	-	
440000	Operating Capital Outlay	2,000,000	-	-	-	
	Total Expenditures/Appropriations	2,060,390	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance Dec/(Inc)	2,060,390	-	-	-	
Fund Balance - Dec/(Inc) Adjustment to actuals	-	-	-	-	
RCRRA TAX LEVY	-	-	-	-	
Inc/(Dec) From Previous Year			-	-	
% Inc/(Dec) From Previous Year			0.0%	0.0%	

NOTE: This was set up as a project for 2001. Funds were carried forward from a prior year budget pursuant to Resolution R00-29, dated December 19, 2000. These funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121001 - NORTHEAST CORRIDOR ROW

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OTHER SERVICES AND CHARGES</u>						
421511	Co. Project Management Services	4,483	-	-	-	
422801	Grounds-Repairs	23,500	-	-	-	
424402	Surveying Service	19,153	-	-	-	
	Total Other Services & Charges	47,136	-	-	-	
<u>SUPPLIES</u>						
431905	Signs & Sign Repair	13,254	-	-	-	
	Total Supplies	13,254	-	-	-	
<u>OPERATING CAPITAL OUTLAY</u>						
441102	Land Acquisition-Right of Way	2,000,000	-	-	-	
	Total Operating Capital Outlay	2,000,000	-	-	-	
Total P121001 - Northeast Corridor ROW		2,060,390	-	-	-	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>INTERGOVERNMENTAL REVENUE</u>						
	None	-	-	-	-	-
	Total Intergovernmental Revenue	-	-	-	-	-
Total P121001 - Northeast Corridor ROW		-	-	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121002 – NORTHEAST DIAGONAL
CORRIDOR**

STATEMENT OF MISSION

To plan transit for the Northeast Diagonal Corridor from Minneapolis to White Bear Lake.

OBJECTIVES

1. To improve transportation in the corridor.
2. To coordinate with the local communities in planning for this corridor.
3. To meet local and community goals.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	70,000	-	-	-	-
	Total Expenditures/Appropriations	70,000	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - - -

RCRRA TAX LEVY

70,000	-	-	-	-
Inc/(Dec) From Previous Year		-	-	-
% Inc/(Dec) From Previous Year		0.0%	0.0%	0.0%

NOTE: This was a new project for 2001. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
421501	Consulting Services	50,000	-	-	-	-
421511	Co. Project Management Services	16,251	-	-	-	-
421527	County Manager Services	144	-	-	-	-
421602	Advertising & Promotion	93	-	-	-	-
421603	Printing & Stationery	1,138	-	-	-	-
421701	Postage	31	-	-	-	-
424306	RCRRA Meeting Expenses Account	224	-	-	-	-
424507	Messenger Service	15	-	-	-	-
424606	Administration Fees	2,104	-	-	-	-
	Total Other Services & Charges	70,000	-	-	-	-
Total P121002 - Northeast Diagonal Corridor		70,000	-	-	-	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>INTERGOVERNMENTAL REVENUE</u>					
314433	MN DOT LRT Grant	-	-	-	-	-
	Total Intergovernmental Revenue	-	-	-	-	-
Total P121002 - Northeast Diagonal Corridor		-	-	-	-	-

Kathryn DeSpiegelaere

665 RCGC-West

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121003 – RUSH LINE CORRIDOR**

STATEMENT OF MISSION

To plan transit for the Rush Line Corridor from St. Paul to Hinckley.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	1,361	1,400	1,500	1,500	
	Total Expenditures/Appropriations	1,361	1,400	1,500	1,500	
	Inc/(Dec) From Previous Year			100	100	
	% Inc/(Dec) From Previous Year			7.1%	7.1%	

REVENUES/ESTIMATED REVENUE SUMMARY

		2001	2002	2003	2003	2003
Code	Title	Actual	Approved	Requested	Proposed	Approved
319105	Insurance Dividends	23	-	-	-	
	Total Revenues/Estimated Revenues	23	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc) Adjustment to actuals

213 - - -

RCRRA TAX LEVY

Inc/(Dec) From Previous Year

% Inc/(Dec) From Previous Year

1,125	1,400	1,500	1,500
		100	100
		7.1%	7.1%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121003 - RUSH LINE CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OTHER SERVICES AND CHARGES</u>						
424104	Money & Security Insurance	236	-			
424107	Liability & Property Damage-Ins	1,125	1,400	1,500	1,500	
	Total Other Services & Charges	1,361	1,400	1,500	1,500	
	Total 150112 Rush Line Corridor	1,361	1,400	1,500	1,500	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
319105	Insurance Dividends	23	-	-	-	
	Total Revenues/Estimated Revenues	23	-	-	-	

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
G205004 – RIVERVIEW TRANSIT
IMPROVEMENTS**

STATEMENT OF MISSION

To improve the convenience and safety for transit patrons as they wait for buses along the Riverview Corridor in St. Paul, or along East Seventh and West Seventh Streets.

OBJECTIVES

1. To add bus shelters along East Seventh and West Seventh Streets.
2. To add lighting along East Seventh and West Seventh Streets.
3. To add benches along East Seventh and West Seventh Streets.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205004 - RIVERVIEW TRANSIT IMPROVEMENTS

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
490000	Intergovernmental Payments	-	1,875,000	-	-	-
	Total Expenditures/Appropriations	-	1,875,000	-	-	-
	Inc/(Dec) From Previous Year			(1,875,000)	(1,875,000)	(1,875,000)
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	-100.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
314000	Intergovernmental Revenue	-	1,875,000	-	-	-
	Total Revenues/Estimated Revenues	-	1,875,000	-	-	-
	Inc/(Dec) From Previous Year			(1,875,000)	(1,875,000)	(1,875,000)
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	-100.0%

Fund Balance - Dec/(Inc) Adjustment to actuals	-	-	-	-	-	-
RCRRA TAX LEVY	-	-	-	-	-	-
Inc/(Dec) From Previous Year			-	-	-	-
% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%	0.0%

NOTE: This was a new project that was set up in 2002. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205004 - RIVERVIEW TRANSIT IMPROVEMENTS

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>INTERGOVERNMENTAL PAYMENTS</u>					
491306	Other Governmental Units	-	1,875,000	-	-	-
	Total Intergovernmental Payments	-	1,875,000	-	-	-
	 Total G205004 - Riverview Transit Imp.	-	1,875,000	-	-	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>INTERGOVERNMENTAL REVENUE</u>					
314306	Special Projects-Federal	-	1,500,000	-	-	-
314433	MN DOT LRT Grant	-	375,000	-	-	-
	Total Intergovernmental Revenue	-	1,875,000	-	-	-
	 Total G205004 - Riverview Transit Imp.	-	1,875,000	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
840302 – RCRRA DEBT SERVICE**

STATEMENT OF MISSION

To finance the Regional Railroad Authority's local share of future rail transit and related corridors connecting in the downtown Saint Paul transit, transportation and rail center.

OBJECTIVES

To finance the debt service costs on general obligation bonds in the amount of \$50 million that will be used for the acquisition, restoration and/or refurbishment of a downtown Saint Paul transit, transportation and rail center, which could include the Union Depot, for the east metropolitan area.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
840302 - RCRRA Debt Service

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
500000	Bond Principal & Interest	-	-	3,921,619	3,921,619	
	Total Expenditures/Appropriations	-	-	3,921,619	3,921,619	
	Inc/(Dec) From Previous Year			3,921,619	3,921,619	
	% Inc/(Dec) From Previous Year			~	~	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - -

RCRRA DEBT SERVICE TAX LEVY

Tax Levy	-	-	3,921,619	3,921,619
Allowance for Uncollectible Taxes (5%)	-	-	196,081	196,081
Total Tax Levy	-	-	4,117,700	4,117,700
Inc/(Dec) From Previous Year			4,117,700	4,117,700
% Inc/(Dec) From Previous Year			~	~

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

840302 - RCRRA Debt Service

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>Bond Principal & Interest</u>					
501101	Bond Principal Payment	-	-	1,290,000	1,290,000	
502101	Bond Interest Expense	-	-	2,631,619	2,631,619	
	Total Bond Principal & Interest	-	-	3,921,619	3,921,619	
	Total 840302 RCRRA Debt Service	-	-	3,921,619	3,921,619	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>None</u>	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
840302 – RCRRA Debt Service****SELECTED EXPENDITURE EXPLANATIONS**

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Bond Principal & Interest	0	0	3,921,619	3,921,619	

Explanation: On November 6, 2001, the Ramsey County Regional Railroad Authority (RCRRA) approved Resolution R01-17, which stated "That the Ramsey County Regional Railroad Authority, for reasons of economic stimulus and investment in transportation choices for the future, will sell bonds in 2002, in the amount of \$50 million for the acquisition, restoration, and/or refurbishment of a downtown Saint Paul transit, transportation and rail center, which could include the Saint Paul Union Depot, for the east metropolitan area".

On June 25, 2002, the RCRRA approved a contract with Springsted Inc., for financial advisor services. It is anticipated that Springsted, Inc. will prepare a financial plan for the issuance of the \$50 million in bonds that will provide a detailed debt service schedule to be used for the 2003 budget.

The total estimated amount needed for transit improvements through the year 2012 is estimated at \$140 million. Based on this estimated need, Springsted, Inc. provided an "Initial Review of Financing Options" dated August 9, 2002. The preliminary recommendation calls for a 'Single-level Levy' of \$8,395,183 each year to fund the annual debt service tax levy plus, in the early years, a tax levy for transit improvements. For a \$50 million bond issue, the first year debt service cost would be \$3,921,619 leaving \$4,473,564 of tax levy that would be used for financing future year transit improvements. Following is a summary of the proposal:

Sources of Fund – Par amount of bonds	<u>\$50,660,000</u>
---------------------------------------	---------------------

Uses of Funds:

Deposit to Project Construction Fund	\$50,000,000
Underwriter's Discount (1.000%)	506,600
Costs of Issuance	150,000
Rounding Amount	<u>3,400</u>
Total Uses	<u>\$50,660,000</u>

MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150000 – RCRRA CAPITAL PROJECTS**

STATEMENT OF MISSION

To finance the Regional Railroad Authority's local share of future rail transit and related corridors connecting in the downtown Saint Paul transit, transportation and rail center.

OBJECTIVES

To finance transit improvement that may be needed in providing diverse solutions to congestion, providing a catalyst to development, enhancing the tax base, creating vibrant pedestrian friendly urban areas, access to jobs for employees, revitalization of commercial districts, federal support for high speed rail and regional transit linkages.

The regional plan shows that the needs for the next ten years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150000 - RCRRA Capital Improvements

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420000	Other Services & Charges	-	-	656,600	656,600	
440000	Capital Outlay	-	-	54,476,964	54,476,964	
	Total Expenditures/Appropriations	-	-	55,133,564	55,133,564	
	Inc/(Dec) From Previous Year			55,133,564	55,133,564	
	% Inc/(Dec) From Previous Year			~	~	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
341000	Proceeds From Debt Issuance	-	-	50,660,000	50,660,000	
	Total Revenues/Estimated Revenues	-	-	50,660,000	50,660,000	
	Inc/(Dec) From Previous Year			50,660,000	50,660,000	
	% Inc/(Dec) From Previous Year			~	~	

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - -

RCRRA DEBT SERVICE TAX LEVY

Tax Levy	-	-	4,473,564	4,473,564	
Allowance for Uncollectible Taxes (2%)	-	-	89,471	89,471	
Total Tax Levy	-	-	4,563,035	4,563,035	
Inc/(Dec) From Previous Year			4,563,035	4,563,035	
% Inc/(Dec) From Previous Year			~	~	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150000 - RCRRRA Capital Improvements

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>Other Services & Charges</u>						
421109	Bond Issuance Costs	-	-	656,600	656,600	
	Total Other Services & Charges	-	-	656,600	656,600	
<u>Capital Outlay</u>						
442322	Transit Improvements-(Gen Ob Bonds)	-	-	50,003,400	50,003,400	
442322	Transit Improvements-(Tax Levy)	-	-	4,473,564	4,473,564	
	Total Capital Outlay	-	-	54,476,964	54,476,964	
	Total 150000 RCRRRA Capital Imp	-	-	55,133,564	55,133,564	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
341101	Proceeds From Gen Ob Bonds	-	-	50,660,000	50,660,000	
	Total Revenues/Estimated Revenues	-	-	50,660,000	50,660,000	

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
150000 – RCRRRA Capital Improvements****SELECTED EXPENDITURE EXPLANATIONS**

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Bond Issuance Costs	0	0	656,000	656,000	

Explanation: Includes \$506,600 as the Total Underwriter's Discount (1.000%) and \$150,000 for other related bond issuance costs, such as bond rating fees, bond counsel, etc., on a \$50 million bond issue.

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Transit Improvements	0	0	54,476,964	54,476,964	

Explanation: The regional plan shows that the needs for the next ten years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

The requested and proposed budget of \$55,133,564 is financed with \$50,660,000 in general obligation bond proceeds and \$4,473,564 in 'pay-as-you-go' tax levy. Through the use of a single-level tax levy, the financing of the transit improvements is stable over the years and the use of 'pay-as-you-go' tax levy avoids bond interest costs that would be needed if only bonds were issued to finance the transit improvements.

SELECTED REVENUE EXPLANATIONS

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
General Obligation Bond Proceeds	0	0	50,660,000	50,660,000	

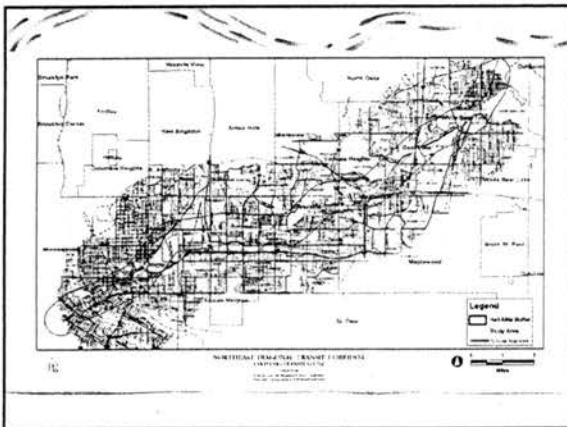
Explanation: A \$50 million bond issue in 2002 or 2003 would provide funds to finance transit improvements for the years 2003 - 2005 and partially for 2006. These proceeds would be used to pay bond issuance costs as well as transit improvements for that time period.

Northeast Diagonal Land Use/Transit Study

A PRESENTATION

Introduction Description

- ✓ Northeast Diagonal Corridor runs from downtown Minneapolis to White Bear Lake
- ✓ Corridor was identified in Metropolitan Council's *Transit 2020* plan as a potential busway to be implemented post-2010



Introduction Study Purpose

- Identify land use opportunities based on Smart Growth principles that support transit-oriented development and related transit infrastructure
- Assess the affect of these land use scenarios on the future transit market for the Northeast Diagonal study area.

Introduction Smart Growth Principles

- Design for people
- Protect and enhance the environment
- Provide housing choices
- Include a mix of uses

Introduction Planning Process

- Policy Advisory Committee
- Technical Advisory Committee
- Two community workshops
- One-on-one interviews with communities

Study Committees Policy Advisory Committee:

- | | |
|------------------------|----------------------------|
| ✓ Ramsey Co Reg Rail | ✓ Vadnais Heights |
| ✓ Hennepin Co Reg Rail | ✓ Gem Lake |
| ✓ Minneapolis | ✓ White Bear Township |
| ✓ St. Anthony | ✓ White Bear Lake |
| ✓ Roseville | ✓ I-35W Corridor Coalition |
| ✓ Shoreview | ✓ Metropolitan Council |
| ✓ Little Canada | ✓ MnDOT |

Inventory Land Use Characteristics

- ✓ 9,500 acres in study area (1/2 mile of corridor)
- ✓ 17% of land is "vacant" but much of that cannot be developed
- ✓ Just over 500 developable vacant acres in study area

Inventory Demographic Overview

- ✓ Study area and surrounding communities growing at modest pace, but lags behind metro area
- ✓ Family/household sizes dropping; proportion of family households decreasing
- ✓ Study area population aging—most transit users live near major job centers in downtown Minneapolis and Roseville

Inventory

Transportation Assessment

Existing transit service services focuses service to downtown Minneapolis and downtown St. Paul

- ✓ Traffic volumes on regional roadways have increased, creating congestion that extends past the corridor on I-35W; congestion on Hwy 36 and I-35E is beginning to reach into study area

Scenarios & Opportunity Sites

Methodology

- ✓ Workshop #1 focused on identification of key issues and sites/destinations within the corridor
- ✓ Collection and analysis of land use data and development trends
- ✓ Interviews with community staff
- ✓ 15 sites were identified through this process

Scenarios & Opportunity Sites

Definition of Scenario Types

Current Trends

- ✓ Existing conditions and patterns of development as designated by local comprehensive plans
- ✓ Development typically arranged by single, like land uses
- ✓ Residential densities generally 2-6 units per acre
- ✓ Land uses generally connected by collector and arterial street system emphasizing auto use

Scenarios & Opportunity Sites

Definition of Scenario Types

Moderate Smart Growth

- ▣ More active mix of land uses, infill opportunities to redevelop more intense patterns with variety of residential uses and neighborhood services
- ▣ Design for people would include streetscapes, landscapes and other pedestrian-friendly uses
- ▣ Could accommodate more transit oriented development, employment, retail, & park/ride
- ▣ Residential densities generally 7-12 units per acre

Scenarios & Opportunity Sites

Definition of Scenario Types

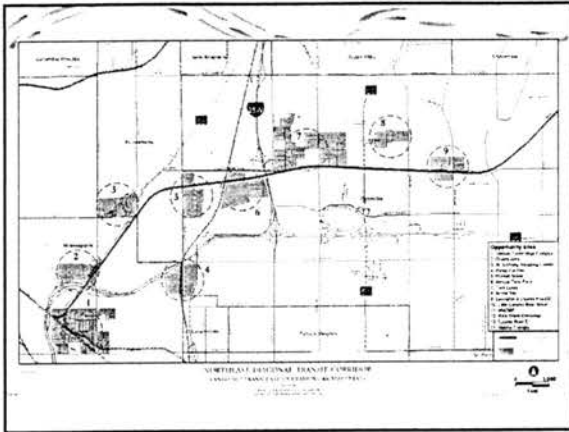
Intensive Smart Growth

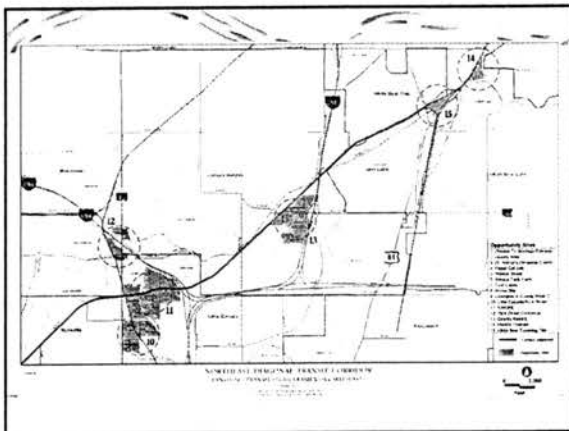
- ▣ Mixed-use, walkable neighborhoods and employment districts
- ▣ Infill and redevelopment focus on TOD and districts connected to regional transit
- ▣ Attractive and safe pedestrian environment favored over auto orientation
- ▣ Residential densities generally 8-24 units per acre

Scenarios & Opportunity Sites

Scenario Projections

	Study Area Employment	Percent Change	Study Area Population	Percent Change
Current Trends	50,000	---	40,000	---
Moderate Smart Growth	80,000	+ 60 %	45,000	+ 12 %
Intensive Smart Growth	82,000	+ 64 %	49,000	+ 22 %





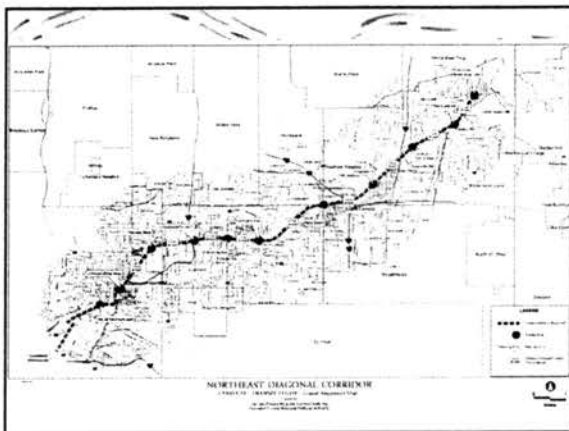
Travel Pattern & Ridership

Travel Pattern Analysis

- Downtown Minneapolis and Roseville are important origins and destinations
- To be successful, transit service patterns will need to connect intermediate points along the corridor with frequent and quick service

Travel Pattern & Ridership Ridership Forecast

- Frequency of 10-min peak & 15-min midday service
- Thirteen stops along the 17 mile corridor
- Operate in mixed traffic from downtown Minneapolis to Stinson/Broadway (3 miles) & exclusive transitway along railroad corridor (14 miles)
- Stops average 1.5 miles apart



Travel Pattern & Ridership Ridership Forecast

	Daily Ridership	Change from Current Trends
Current Trends	9,800	---
Moderate Smart Growth	11,800	+ 20 %
Intensive Smart Growth	12,900	+ 32 %

Conclusions

- Study findings support idea that intensification of land use positively impacts transit ridership
- Implementation of Moderate and/or Intensive Smart Growth scenarios should be considered for the transitways to have greatest ridership and success

Conclusions

- Are many positive impacts to implementation of scenarios, such as:
 - New tax base
 - Added employment, retail & population
 - Lifecycle housing for more choices
 - More connectivity throughout corridor

Recommendations

Communities

1. Adopt a transit-oriented development overlay zoning district that guides growth and development according to the Metropolitan Council's Smart Growth principles and prepare design standards and guidelines to shape new developments in the overlay districts.
2. Develop a master plan for desired opportunity sites. This could include a development plan, re-evaluating the recommended uses with the opportunity sites, and evaluating the market demand for the sites.

Recommendations

Communities

3. Implement land use and transportation changes to the local comprehensive plan that supports the corridor, related Smart Growth scenario recommendations and transit-friendly mixed-use development patterns.

Recommendations

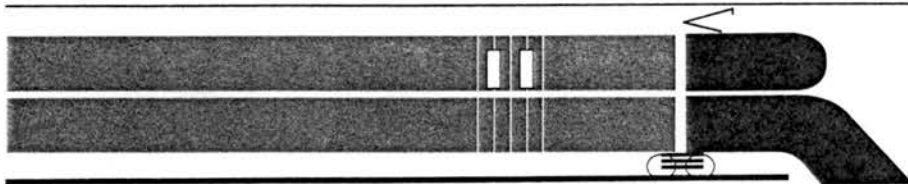
Counties

1. Finalize the purchase of the partially abandoned railroad right-of-way in the Northeast Diagonal Corridor.
2. Purchase future abandoned railroad right-of-way in the Corridor, and continue to communicate with the railroad on the activity of the railroad in this corridor as a freight use and potential for public ownership.
3. If the active freight railroad corridor does not come up for abandonment, pursue discussions with railroad about joint use of railroad right-of-way as future transitway.

Recommendations

Corridor Recommendation

1. Build transit ridership in the corridor using Highway 36 or a parallel route with high frequency service and speed before transitway is implemented.



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

October 8, 2002

Immediately following Board Meeting

Third Floor Council Chambers, Courthouse

1. * Approve minutes from September 10, 2002 RCRRA meeting
2. Metro LRT Joint Powers Board update
3. * Budget Adjustment
4. * Ratify payment to Metro Transit for transit improvements in Riverview Corridor
5. * Approve temporary easement agreement between RCRRA and St. Paul for a temporary easement of RCRRA property between Forest Street and the extension of Duluth Street for \$6,800 to be paid to RCRRA by St. Paul

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, September 10, 2002, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Susan Haigh
Commissioner Jim McDonough
Commissioner Janice Rettman
Commissioner Jan Wiessner
Commissioner Victoria Reinhardt (arrived at 1:42 p.m.)

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Alicia Vap, Julie Kleinschmidt, Steve Morris, Kris Longhenry, David Block, Terry Speiker, Marion Holly, Vern Wehlage, Jane McClure, Karl Karlsson

Chair Ortega called the meeting to order at 1:40 p.m.

1. Approve minutes from August 6, 2002 RCRRA meeting and August 20, 2002 RCRRA Work session

Motion by Commissioner Wiessner, seconded by Commissioner McDonough to approve minutes of August 6, 2002 RCRRA Meeting and August 20, 2002 RCRRA Work session.

Ayes – 6, Nays – 0
Motion accepted.

2. LOCATE update

(Commissioner Reinhardt arrived at this time).

David Block, Chair of LOCATE, stated that the charge for LOCATE is to recommend to the RCRRA where a multi-modal transit station should be located in downtown St. Paul. David noted that this would be where high-speed rail, light rail transit, commuter rail, Amtrak and buses will come together, and to determine if Union Depot should be that facility.

David Block commented that he is a retired executive of the St. Paul Companies, and has been retired for three years. David has been involved in St. Paul and has been a member of the Convention and Visitor Bureau, on the Board of Minnesota Landmarks, Board member and Chair of BOMA, etc. He was asked to Chair LOCATE because he is the current Chair of the TMO.

David Block read LOCATE members' names and commented that the St. Paul City Council has not yet named a representative. He reported that the meetings began in March, 2002 and hopes to have a report back to the RCRRA shortly after the first of the year. David commented that one of the things LOCATE has done has been to invite potential participants that would be involved in an intermodal center to present information that helps the committee understand what the requirements and needs might be. He noted that LOCATE has heard from: Mn/DOT concerning the Midwest Regional Rail Initiative which is the high-speed rail effort out of Chicago; Amtrak concerning their plans to serve the community; Allen Lovejoy about the Riverview Corridor; Metro Transit about transit service; Washington County regarding the Red Rock Commuter Rail project; a presentation on the Union Depot study by HGA; Lucy Thompson about the St. Paul land use

plans for downtown; Greyhound and Jefferson Lines about their services; and Martha Fuller has spoken about the Twins stadium.

David Block noted that he appointed a subcommittee called FIND, whose task was to identify potential sites where the requirements of these constituents could be satisfied. The subcommittee was made up of David, Dick Zehring (private real estate arena), Bill Morin (St. Paul Port Authority), Bill Buth (BOMA), and staffed by Kathy DeSpiegelaere. This group has worked very hard over the last 3-4 months identifying sites. They identified seven sites including:

1. Lafayette (near DNR/PCA buildings – the northeast quadrant of downtown)
2. Lowertown (near Lafayette and Kellogg)
3. Riverview (opposite side of the river from downtown)
4. Cleveland Circle (near Xcel hockey arena)
5. Post Office/Union Depot
6. Ramsey County Site 1 (East building)
7. Ramsey County Site 2 (West building plus detention center)

All sites were evaluated based on:

- Needs to be close to a rail line.
- Needs to be accessible to all modes.
- Needs to be in the downtown loop.
- Needs to have parking availability.
- Needs to be available.
- Needs to be financially feasible.
- The committee remained aware of traffic issues that would affect accessibility.
- The committee remained aware of the downtown airport clearance as well as the floodplain.
- The committee remained aware of the potential for a new baseball stadium location.

David Block noted that the seven sites were narrowed down to three, which are, in no particular order: Ramsey County Site 1, Post Office/Union Depot, and Ramsey County Site 2.

David Block stated that FIND needed to know if any of these sites would work from a technical point of view; can the sites accommodate train traffic? A consulting firm, LTK, was hired to help in the evaluation and that's where the work is today. David noted that there have been no decisions made about the three sites other than they are worthy of more consideration from a technical viewpoint. He added that a report from the consultant will be in at the end of the month, with a full report by the middle of October and will be evaluated by the LOCATE committee.

David Block reported that LOCATE just directed the St. Paul Design Center, a part of the Riverfront Corporation, to assess the three sites from an urban design perspective. He added that the St. Paul Design Center is commissioning a study, which they will pay for and that report will come in October or November.

Commissioner Rettman asked if the study is going to be empirically pure? David Block replied yes, and added that in any undertaking like this there are forces that want to advance their own agenda, but he has fought against that and made it very plain that that's not what this is about. Commissioner Rettman stated he has answered her question and one of the reasons she asked was because he has a reputation as being straight forward and close to the vest in terms of integrity. She added that it is important for the RCRRA to have something that can stand up to enormous scrutiny.

Commissioner Bennett asked if the consultants were aware of the 2004 Shepard Road project being expedited, which is directly adjacent to all three sites and could affect them, from a

construction standpoint as well as from moving buses. Kathy DeSpiegelaere responded the consultants are aware of the Shepard Road project.

Commissioner Wiessner stated that she was surprised that two of the three sites listed as available are Ramsey County property. She noted that one of the criteria was that the property needs to be available, but asked if County property is used, were relocation costs being considered? David Block responded that the three sites eventually would be evaluated in terms of the ability to acquire the property. He added that the sites that were eliminated were not rejected based on unavailability.

Commissioner Bennett noted the RCRRA has talked about Best Use as a criterion. He noted his major concern is that there are many modes of transportation here with the key one being high-speed rail, but we won't get what we want if the other modes can't intersect. He suggested that that could be a criterion that would eliminate some sites.

Commissioner Rettman noted that David Block was one of the champions of the RiverCentre tunnel project and asked the RCRRA to recognize him for all he has done.

3. Northeast Diagonal report

Alicia Vap provided a presentation and handouts on the Northeast Diagonal, which is a 17 mile corridor which runs from downtown Minneapolis to White Bear Lake. Alicia reported that the corridor was initially identified in the Metropolitan Council's 2020 Plan as a potential busway to be implemented post-2010. Alicia described that the corridor begins in the southwest corner in downtown Minneapolis going on across the river into Northeast Minneapolis and at that point around Stinson Blvd., goes into it's own corridor along the rail line. Alicia continued that it is an exclusive corridor for 14 of the 17 miles and at Victoria, it meanders up through Roseville through the corner of Shoreview and a corner of Little Canada, it turns at I35E and heads Northeast again through Vadnais Heights and Gem Lake, goes into White Bear Township and ends roughly at Highway 61 in White Bear Lake.

Alicia Vap reviewed the handout and reported on the study's purpose, smart growth principles, the planning process, the Policy Advisory Committee, land use characteristics, demographic overview, transportation assessment, methodology and scenarios and opportunity sites using current trends, moderate smart growth and intensive smart growth. Alicia also provided information on travel pattern analysis and ridership forecasts.

Alicia Vap stated that the study supported the idea that the intensification of land use positively impacts ridership, implementation of the moderate or intensive smart growth scenarios should be considered for the transitway to have the greatest ridership and the most success, positive community conclusions include a new tax base, added employment, retail and population, focusing more on life cycle housing choices and adding connectivity throughout the corridor, which is key for much of the community. Alicia noted that the task force made very specific recommendations focused at both the communities and the Counties with community recommendations including: 1) adopt a transit-oriented development overlay district; 2) develop a master plan for desired opportunities; 3) implement land use and transportation changes to the local comprehensive plans that support the corridor. Alicia added that County recommendations include: 1) finalize purchase of partially abandoned Burlington Northern right of way; 2) purchase future abandoned railroad right of way as it comes up for abandonment; and 3) pursue discussion with railroad about joint use if right of way does not come up for abandonment. Alicia stated that final recommendation is to build transit ridership in the corridor using Highway 36 or a parallel route. She noted that presentations are being made to the communities and the opportunity for citizen feedback is included.

Commissioner Wiessner commented that the process was very interesting. She stated that the initial land use and current trends analysis appeared to indicate the corridor may not be suited for

transit development. She noted that after taking a bus tour of the corridor, and seeing real development opportunity sites that are already in the plans, taking the smart growth philosophy and building it into the site, it becomes a very viable transit corridor. She commented that the group recognized that while it is a regional vision, decisions will be made on a local level and hopefully, by communicating, the partnership will begin to develop. She added that it was a very positive experience.

Commissioner Haigh asked if there is an express bus service on Highway 36. Alicia Vap noted that there is and that Metro Transit indicated that the express bus route's transit ridership is lower than the Metro Area. Alicia noted that part of the goal is to build the increasing service.

Commissioner Reinhardt commented that the request made by the Northeast Diagonal Corridor and Rush Line Corridor to change the name on the transitway maps was approved by the Metropolitan Council Transportation Committee yesterday.

Commissioner McDonough asked about the identification that this is a potential busway to be implemented post-2010. Alicia responded that several busways are identified to be implemented in 2010. She added that a couple of obstacles need to be worked out first, such as the railroad existing freight service, developing the population and opportunities at sites; the Metropolitan Council plan will have some bearing on what happens.

4. Approve extension of \$250,000 contract with Himle Homer, Inc. for public education for the Central Corridor Transit Study through December 31, 2002 at no additional cost

Motion by Commissioner Haigh, seconded by Commissioner McDonough to approve extension of \$250,000 contract with Himle Horner, Inc. for public education for the Central Corridor Transit Study through December 31, 2002 at no additional cost.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of Himle Homer, Inc. for the purpose of the Central Corridor Public Education Study; and

WHEREAS, The contract with Himle Horner, Inc. expires October, 2002; and

WHEREAS, The consulting services for this contract will not be completed until December 31, 2002; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Himle Horner, Inc. through December 31, 2002 at no additional cost; and Be It Further

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

5. Joint Powers Board update

Commissioner Haigh stated that at the last Metropolitan Light Rail Joint Powers Board (JPB) meeting, the Board had asked the members to come back with priorities for each of the Corridors as they are preparing for future legislative authorization. She stated that the four corridors currently are Red Rock, Central, Rush Line and Midwest High Speed Rail (Midwest HSR) Initiative. She noted that the current requests have been put forward and it is incumbent on the RCRRA to prioritize the corridors that are Ramsey County Corridors, and pass that on to the JPB and hopefully have that incorporated into the prioritization scheme at the JPB. She commented

that the handout shows the document that was presented to Congress and if the RCRRA wants any refinements, it should be decided what she should put forward to the JPB.

Commissioner Ortega asked about the order of the list. Kathy DeSpiegelaere responded that the items are listed in alphabetical order, except for the high speed rail. Commissioner Haigh noted that they are not listed in priority order but it is desired to prioritize them at the JPB.

Commissioner Ortega asked why Midwest HSR rail was to go through St. Paul to downtown Minneapolis. Kathy DeSpiegelaere responded that the federal legislation says St. Paul/Minneapolis, and Hennepin wanted it to Minneapolis, and she had felt it was important to say that it stops in St. Paul. Discussion was held about the terminology of the destination name.

Commissioner Haigh reiterated that the RCRRA needs to send its priorities to the JPB. She suggested Central Corridor as the top priority, followed by (2) Red Rock, (3) Rush Line and (4) Midwest HSR. Commissioner Rettman asked why the Corridors need to be prioritized. Commissioner Haigh responded that when she goes to the JPB and the regional priorities are focused on, the RCRRA focus will be clear. Kathy DeSpiegelaere indicated how important it is to prioritize the Ramsey County Corridors. A memorandum from the lobbyist indicated that Congress will want to know the region's priorities.

Commissioner McDonough asked if it would be beneficial for the RCRRA to create a priority list for the whole regional system rather than just those that are in Ramsey County, because they are all interconnected. Discussion was held regarding the prioritization, authorization and funding requests for Corridors.

Commissioner Haigh moved that the RCRRA indicate their priorities for either authorization/reauthorization in the next Federal Transportation bill as: 1) Central; 2) Red Rock; and 3) Rush Line. She also moved that a similar request for funding for these Corridors be listed in the same order. Kathy DeSpiegelaere commented that in the past, there has been a co-mingled list of items requested, but last week Dennis McGrann advised that the corridors should be prioritized. Commissioner Rettman asked if that has standing with the group. Kathy DeSpiegelaere responded that she had advised the group on that point. Commissioner Haigh added that there has been a request to come back with proposals for prioritization to be discussed at the JPB meeting. Discussion was held about what level of regional representation was being discussed. Kathy DeSpiegelaere stated that the memo from Mr. McGrann indicated that a priority list for federal funding would be something that should be done by the JPB. She noted that at the October meeting, a proposed list of projects will be submitted, but how the list will be integrated is uncertain. Kathy continued that RCRRA can advise Commissioner Haigh how to vote on Ramsey County projects. Commissioner Rettman suggested treating the prioritized list from a regional perspective, listing our priorities as: reauthorization for Hiawatha, North Star, Central and Red Rock; authorization for Rush Line Corridor, and a statement regarding not having enough information to differentiate between the corridors in other counties. Commissioner Haigh agreed with the suggested changes to her motion. Commissioner Reinhardt also suggested for the funding portion, listing Central, Red Rock, Rush Line as priorities for the County in that order.

Discussion was held about the discrepancy between the prioritization of reauthorization, authorization and funding requests as well as segregating the Midwest HSR. Discussion was also held regarding including Riverview in the language.

Commissioner Haigh motioned, seconded by Commissioner Reinhardt to support prioritization of transitway corridors for authorization or reauthorization in the next federal transportation bill and supports federal appropriations of Hiawatha, Northstar, Central, Red Rock and Rush Line Corridors in that priority order.

Ayes – 5, Nays – 2
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority recognizes that although congestion is increasing at a dramatic rate, there is insufficient roadway capacity to meet current and future needs, and roadway capacity cannot be increased to meet demand without significant environmental and social costs; and

WHEREAS, Several studies have demonstrated broad public support in the Twin Cities for aggressive and diverse solutions to congestion, including a mix of buses, commuter rail, light rail and high speed rail; and

WHEREAS, Rail transit, when combined with supportive public policies, is a catalyst for development along rail lines, enhances the tax base of the cities where it is located, and acts as an economic stimulus, as has been demonstrated in case studies of cities throughout the United States; Now Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports the following prioritization of transitway corridors for authorization or reauthorization in the next federal transportation bill and supports federal appropriations for these corridors in this priority order:

Hiawatha
Northstar
Central
Red Rock
Rush Line.

Commissioner Haigh stated that she will also put forward a request that the Midwest HSR Initiative use the language already being used in legislation (St. Paul/Minneapolis). She commented that RCRRA thinks it is a benefit to Minnesota and wants it to stop in St. Paul. Discussion was held regarding the language. Commissioner Bennett noted that Congressman Oberstar put the language in, and suggested the legislative language be used.

Motion by Commissioner Haigh, seconded by Commissioner McDonough to support authorization for the Midwest High Speed Rail Initiative with a high-speed line from Chicago to Minneapolis/St. Paul as a separate priority for the state from the regional transitway priorities.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority recognizes the importance of high speed rail to the State of Minnesota and the benefits it will bring to residents and businesses not only of Ramsey County, but of the state; and

WHEREAS, High Speed Rail is an interstate system; and

WHEREAS, Congress is preparing the next transportation bill; Now Therefore, be It

RESOLVED, That Ramsey County Regional Railroad Authority supports authorization for the Midwest High Speed Rail Initiative with a high-speed line from Chicago to Minneapolis/St. Paul as a separate priority for the state from the regional transitway priorities.

6. Certification of maximum levy of \$9,400,000 for Regional Railroad Authority for 2003

Commissioner Haigh stated the way to move forward on RCRRA projects is by figuring out how to produce the local share of each project. She commented that this proposal does a good job of

planning the future for the community. She noted that this is the time to sell bonds, with low interest rates and the financing proposal recognizes that. She reported that it requires a significant increase in the tax levy for a one-year period for the RCRRA, but after that, the RCRRA tax levy remains flat, so there will not be a peak and valley with particular projects. She commented that it allows us to become a significant partner and be able to move and expedite all the corridors that have been identified for future development, as shown by Hiawatha and Northstar, which were able to expedite projects because they had a local share to help with cash flow on the projects. She continued that this helps put RCRRA in that position. She commented that the Stepped alternative result costs the taxpayers \$13 to \$14 million more because of not being able to take advantage of lower interest rates, so it makes sense to take this dramatic jump in the RCRRA levy. She added that the reality is, if we don't do this, we can not move forward on any of these transit improvement projects for our community. She will support it and expects it will be an exciting opportunity to really make some things happen.

Commissioner McDonough reminded the RCRRA that the levy information was presented at a workshop and it raised as many questions as it seemed to answer; and the request is only allowing the RCRRA the flexibility to set this as the maximum levy. He noted that there is a workshop scheduled in October to answer the questions and have further discussion and this motion just allows flexibility to put the levy in place in December. He added that this is not final action on where the levy will be. He supports it and is interested to hear the responses to the questions raised in the workshop.

Commissioner Rettman noted this would set in motion a tax levy of \$9 million for the next 20 years, every year. She commented that it is not a one-year jump, which ends up an 11% aggregate tax increase. She stated that a list of the projects isn't included. Commissioner Ortega stated he understands that these dollars are not targeted specifically for specific corridors. Commissioner Rettman asked if the list could change, and if so, is that good for the taxpayers truth? Kathy DeSpiegelaere replied that it is not included because the RCRRA had indicated they wanted some flexibility, some ability to take advantage of situations that arose if one corridor had another source of funding available. Commissioner Ortega reiterated that this is only setting the maximum and when a final decision is made on the tax levy, then the RCRRA may want to make sure to include the list without specific dollar amounts.

Commissioner Bennett stated he is willing to let this go forward today, but wants to be up front about his concern that the suburban area is not seeing its fair share of dollars in this. He noted that if the levy isn't going to relieve congestion in his area of the county, he has no intentions of supporting the levy in December.

Commissioner Rettman asked if the County Board will have to take a vote on the additional \$9 million levy. Julie Kleinschmidt replied that every year the RCRRA would vote on the budget of the RCRRA. Julie added that if the bonds have been sold, there has been a commitment made to pay debt service on those bonds.

Commissioner Bennett asked if the levy must be reset every time. Julie Kleinschmidt responded that the RCRRA would be recertifying the same levy. Commissioner Ortega asked what would happen if the Board voted not to recertify. Julie responded that if the RCRRA voted in any year not to recertify the same levy, there would be an interesting dilemma about how to pay debt, however, in the Uniform Levy scenario, the entire amount is not bonded for the beginning, so there may be an opportunity to have some cash to be able to pay debt service for some time.

Commissioner McDonough noted the scenario has key dates for bonds to be sold, and the RCRRA can determine not to sell those bonds. He stated that once they're sold, there is a responsibility to pay for them. Marion Holly responded that once a bond is sold the entire tax levy for the entire 20-year period is certified. She added that not all of the \$9.4 million is for debt service. She continued that in the memo, the debt service is stated to be \$4.1 million which

would be the portion certified upon selling the bonds. She noted that the additional \$4.5 million would be optional each year.

Commissioner Reinhardt stated that the whole idea is to keep it level, not spiking and falling into valleys. Commissioner Wiessner supported the idea for today, noting that there is a lot of discussion yet to come in a workshop. Commissioner Ortega noted he supports the motion, but wants to ensure that the RCRRA doesn't end up holding a lot of cash and having nothing to do with it. Commissioner Haigh mentioned priorities will be reviewed every year and the opportunity to review how resources will be allocated will also be reviewed.

Motion by Commissioner McDonough, seconded by Commissioner Haigh to certify the maximum levy of \$9,400,000 for the Regional Railroad Authority for 2003.

Ayes – 6, 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 2003 budget must be certified by September 15, 2002; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy for the 2003 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 2002; 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 2003 maximum allowable levy for Ramsey County Regional Railroad Authority is \$13,982,265; and

RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2003 budget in the amount of \$9,400,000.

Meeting adjourned at 3:40 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

October 3, 2002
Date

Board Action Requested

Metro LRT Joint Powers Board update

DISCUSSION ONLY

Request Justification

Discussion will occur at the meeting.

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

October 8, 2002
Board Date

Kristine A. Longhenry
Signature

October 3, 2002
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

9/30/02
Date

Board Action Requested

Approve budget adjustment in the amount of \$48,000 from the contingency account for the county newsletter and for an additional contract with LTK Engineering Services for additional assessment of a downtown St. Paul multi-modal facility.

ACTION IS REQUESTED

Request Justification

- See attached information:
1. Memorandum from K. DeSpiegelaere dated 10/5/02
 2. Proposed resolution
 3. Proposed budget adjustment

Budgeting and Accounting

Ken Wahlgren 10/1/02

County Attorney

Bill Mahoney 10/1/02

Risk Management

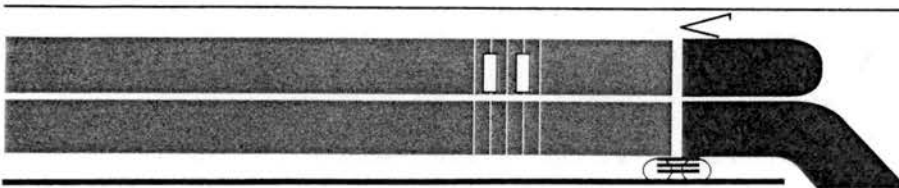
Documentation certified complete for:

October 8, 2002

Board Date

Kristine A. Longhney
Signature

September 30, 2002
Date



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere, Director *zd*

Subject: 2002 Budget Adjustment

Date: October 5, 2002

Activities are necessary for 2002, which will require an adjustment in the current Ramsey County Regional Railroad Authority budget. An explanation of these activities and the corresponding budget adjustment follows.

LTK Engineering Contract

The Ramsey County Regional Railroad Authority (RCRRA) is staffing the LOCATE Task Force, the group of downtown St. Paul business leaders and elected officials who have gathered at the request of the RCRRA to recommend a location for a downtown St. Paul multi-modal facility. To assist in analyzing sites for such a facility, the RCRRA had previously retained the consulting services of LTK Engineering Services. At their September 16 meeting, the LOCATE Task Force expanded on the amount of work to be done by LTK, necessitating a new contract. This contract will be for \$8,000 and will expand on the work already completed by LTK. This will require release funds from the RCRRA's 2002 budget contingency fund.

County Newsletter

Another release from the contingency fund is also requested. This will be to fund three-fourths of the county's newsletter, *Ramsey County Update*. This late fall newsletter edition will focus mostly on transit and transportation. The request for release of contingency funds for this item is \$40,000.

The total release of contingency funds requested for the RCRRA's 2002 budget is \$48,000.

Recommendation:

Authorize the budget adjustment in the amount of \$48,000 from the contingency account for the county newsletter and for an additional contract with LTK Engineering Services for additional assessment of a downtown St. Paul multi-modal facility.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 1 of 2)

WHEREAS, the Ramsey County Regional Railroad Authority has formed the LOCATE Task Force, a group of downtown St. Paul business leaders and elected officials, to recommend a location for a downtown St. Paul multi-modal facility; and

WHEREAS, to assist in analyzing sites for such a facility, the Ramsey County Regional Railroad Authority had previously retained the consulting services of LTK Engineering Services; and

WHEREAS, the LOCATE Task Force expanded on the work to be done by LTK Engineering Services, necessitating a new contract in the amount of \$8,000; and

WHEREAS, the late fall *Ramsey County Update*, the Ramsey County newsletter, will devote three-fourths of its content to transit and transportation, and the Ramsey County Regional Railroad Authority's share of this newsletter cost is \$40,000; and

WHEREAS, both the LTK Engineering Services contract and the Ramsey County newsletter will require an adjustment in the 2002 budget; Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority approves the following budget transfer of \$48,000:

TRANSFER FROM APPROPRIATIONS

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150101	471101	Contingent Appropriations	\$ 48,000

TRANSFER TO APPROPRIATIONS

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150101	421501	Consulting Services	\$ 8,000
150101	421604	Special Brochures & Reports	<u>\$ 40,000</u>
			\$ 48,000

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 2 of 2)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary

3

Please Type or Print
Plainly

REQUEST FORM FOR BUDGET ADJUSTMENTS

Adjustment Number
(B & A Use Only)

1 Department Name: Regional Railroad Authority

Department Number: 150101

2 ☒ Transfer From Appropriation ☐ Increase/Decrease Estimated Revenue (For B & A Use Only)

Budget Year	Fund	Department	Program	Account	Account Title	Project/Grant	Amount	Unencumbered Balance
2002	12501	150101	00000	471101	Contingent Appropriations		\$ 48,000.00	150,099.00
TOTAL							\$ 48,000.00	

3 ☒ Transfer To Appropriation ☐ Increase/Decrease Appropriation (For B & A Use Only)

Budget Year	Fund	Department	Program	Account	Account Title	Project/Grant	Amount	Unencumbered Balance
2002	12501	150101	00000	421501	Consulting Services		\$ 40,000.00	0
2002	12501	150101	00000	421604	Special Brochures & Reports		\$ 8,000.00	0
TOTAL							\$ 48,000.00	

4 REASONS FOR ADJUSTMENT REQUEST MUST BE GIVEN BELOW. EXPLAIN WHY FUNDS ARE AVAILABLE AND WHY FUNDS ARE NEEDED. (Attach sheet if more space is needed)

See attached Memorandum from Kathryn DeSpiegelaere, dated October 5, 2002 for explanation of budget adjustment.

RECOMMENDED FINANCING

Approved by Budget Analyst

Date

Van Walleghen

9/30/02

RECOMMENDED FINANCING

Approved by Budget Director

Date

J. Kleinschmidt

10/1/02

Approved by County Board

Date

5 Approval Requested By: K. DeSpiegelaere
Department Authorized Signature

Date

White & Yellow - Budgeting & Accounting
Pink - Returned to Dept. Green - Retained Copy

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhewy
Authorized Signature

9/30/02
Date

Board Action Requested

Ratify Partial Payment No. 2 in the amount of \$59,261.72 to Metropolitan Council for Riverview Corridor transit improvements of bus shelters, lighting and benches.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of Metropolitan Council for the purpose of constructing Riverview Corridor transit improvements of bus shelters, lighting and benches. Payment in the amount of \$59,261.72 for the period ending July 31, 2002 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 99-36. 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 No. 2
3. Metropolitan Council Invoice No. NCV-1647 (2) and attachments.

Budgeting and Accounting

Van Wehlay 10/1/02

County Attorney

Bill M. L. L. 10/1/02

Risk Management

Documentation certified complete for:

October 8, 2002

Board Date

Kristine A. Longhewy
Signature

September 30, 2002
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Metropolitan Council for the purpose of constructing Riverview Corridor transit improvements of bus shelters, lighting and benches; and

WHEREAS, Metropolitan Council has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through July 31, 2002; 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, Metropolitan Council Invoice No. NCV-1647, Partial Payment No. 2 in the amount of \$59,261.72, attachments thereto, provide the correct documentation of payments due Metropolitan Council through July 31, 2002; Now Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$59,261.72 for services rendered through July 31, 2002, 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	_____	_____	_____

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary



Business Unit: RRA
Voucher ID: 00001817

VOUCHER Purchase Order Voucher

Page No. 1
Run Date 19.Aug.2002
Run Time 7:46:20 AM

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
Aug.2002	NCV-1647	31.Jul.2002	0000023268	METRO TRANSIT	ONL	LONGHEKR P		12.Aug.2002	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$59,261.72	\$0.00	560 6TH AVE N			MPLS	MN	55411		
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000368	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	Professional Service	\$59,261.72	918070001	\$59,261.72		Y	Y	Y	N

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	491306	12501	150180	00000			2002	G205004			\$59,261.72			N

Account Name: Other Governmental Units

Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. NCV-1647, dated 7/31/02
ract #99-024, Project #63955
bursement for costs of transit improvements in the Riverview Corridor

her Comments

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

Authorization

K. Leepiegel

Date

8/29/02

2

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Vendor: 0000023268
METRO TRANSIT
560 6TH AVE N
MPLS MN 55411
United States
Fax: 612-349-7763

Purchase Order	Date	Revision	Page
RRA - 0000000156	03/21/2002		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date	Currency Code: USD	
Buyer: RRA			

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States
Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Tax Exempt? Y Tax Exempt ID: 99999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Professional Service	1.00	EA	1,875,000.00	1,875,000.00	03/21/2002
Schedule Total						1,875,000.00	

Mfg ID

Item Total 918070001 1,875,000.00

Total PO Amount 1,875,000.00

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

INVOICE

Please Remit To:
 Metro Transit
 Accounts Receivable
 560-6th Avenue North
 Minneapolis, MN 55411-4398

Page: 1
 Invoice No: NCV-1647
 Invoice Date: 07/31/2002
 Customer Number: RAMREG
 Payment Terms: Due 30 dys
 Due Date: 08/30/2002

Customer:
 RAMSEY CO. REGIONAL RR AUTHORITY
 ATTN: KATHRYN DESPIEGELAERE
 50 W. Kellogg Blvd. Suite 665
 St. Paul, MN 55102

AMOUNT DUE: \$ 59,261.72

\$ _____
 Amount Remitted

Please detach top portion of invoice and remit with payment. Please include invoice number on check.

For billing questions, please call (612) 349-7734

Line	Adj	Identifier	Description	Quantity	UOM	Unit Amt	Net Amount
1		RIVERVIEW COR	Riverview Corridor Bus Stop	1.00	EA	59,261.72	59,261.72
		CONTRACT #99-024	PROJECT #63955				
		Reimbursement due to Metro Transit for costs of transit improvements in the Riveriew Corridor per attached detail					

Contact Steve Honigman with questions 612-349-7733

SUBTOTAL: 59,261.72

TOTAL AMOUNT DUE : \$ 59,261.72





Internal Memorandum

DATE: August 20, 2002
TO: Files
FROM: Laurence R. Schumi
SUBJECT: Project 63955 Riverview Corridor Bus Stop
Summary of Invoice Items, Invoice NCV-1647 dated 7/31/2002
Items related to Sub-Project CP06, Bus Stop Amenities

BACKGROUND

This report describes the charges being billed to Ramsey County through its interagency agreement #99024 with Metro Transit (Metropolitan Council) through the above referenced invoice.

Note that at the beginning of this project, for a short time, the bus stop amenities project and the special downtown shelters project shared the same sub-project number. Those earlier expenses have been identified and separated out. All future charges are being assigned to their appropriate sub-projects.

SUMMARY

See next page

cc: Ramsey County Regional Railroad Authority
Steve Hongiman
Tom Thorstenson
Rich Rovang

9

Project 63955 Sub-Project CP06 Expense Notes

AP	DATE	FUND	ACCT	ORG	PROG	AMT	VOUCHER	GRP	VEND	REMARKS
17003	5/16/00	710	5956	75330	099	\$57.50	326926	RN0123	24577	Advertisement for Request for Proposals for professional services published in the State Register.
17093	5/23/00	710	5956	75330	099	\$69.00	329116	RN0132	24577	Advertisement for Request for Proposals for professional services published in the State Register.

	Key To Significant Entries:	
Account Number	5956	Legal Notices
Org(anization)	75330	Technical Services, Contracts & Procurement Dept. of the Metropolitan Council
Sub Class	0999	Sub class number before being assigned CP-06 (Riverview Corridor, Bus Stop Amenities)
Vendor	24577	State of Minnesota (State Register)
Fund	710	Fund number that was used prior to the FTA grant fund number of 816 being assigned.

NOTE: At beginning of this project the fund numbers and the sub-class numbers (sub-project numbers) were not yet given their final, specific assignments. These earlier charges for advertisements for requests for proposals are valid for what is now referred to as sub-project CP06 (Bus Stop Amenities) and Fund 816 (the FTA grant source).

Date: August 20, 2002

To: Kathryn DeSpiegelaere, Director, Ramsey County Regional Railroad Authority

From: Evan Steiner, Project Manager, Engineering and Facilities

Subject: Summary of Charges for Project # 63955, Riverview Corridor – Invoice No.NCV-1647

The following is a summary of charges for the Rice Park and Minnesota Life Stations in Downtown St. Paul. The Rice Park station is located on 5th St. at Market and the Minnesota Life station is on 6th St. between Jackson and Robert St.

Purchase Req. 327659	5/8/00	\$ 57.50	Advertisement RFP for the design of two stations
Purchase Req. 323496	5/8/00	\$ 57.50	Advertisement RFP for the design of two stations
Invoice 497	6/5/01	\$1,000.00	3D image of MN Life. station for presentation
Invoice 496	5/23/01	\$ 54.00	To replace 3D images lost in mail.
Invoice 505	9/4/01	\$1,000.00	3D image of Rice Pk. station for Parks presentation
Petty Cash	1/31/02	\$ 10.00	Copy from Ramsey Co. Land Records

Howard R Green, Inc. is the consultant selected to design the two Downtown St. Paul stations. Their subcontractors are The Andersen Group Architects, M-P Consultants, Electrical Engineers and Richardson/Richert Associates. The following is a list of eight invoices paid. The contract with Howard R. Green is for \$109,650.59.

Payment Claim #1	1/23/01	\$ 6,142.12	Regulatory review, meetings, begin preliminary designs
Payment Claim #2	3/14/01	\$ 4,404.16	Meetings with City and MN Life staff, preliminary designs
Payment Claim #3	7/3/01	\$ 1,125.49	Architectural drawings and design for MN Life and Rice Pk.
Payment Claim #4	9/27/01	\$ 6,136.01	Architectural drawings and design for MN Life.
Payment Claim #5	11/5/01	\$ 1,477.44	Meetings MN Life, electrical and structural engineering work
Payment Claim #6	12/3/01	\$10,245.33	Detail drawings and contract management and administration
Payment Claim #7	1/7/02	\$ 9,451.21	Meetings, detail design, shop drawing reviews
Payment Claim #8	3/8/03	\$17,974.46	Design calculations, electrical design, Architect review

\$59,135.22 is the total paid for the design stage of the stations in Downtown St. Paul through July 31, 2002. On July 7, 2001 the City of St. Paul, Parks and Recreation Division rejected the Rice Park station plan in the final design stage.

00

AP Detail Journal	by Project Acctg Date	Fund & Fund	Date Acct	Org	Program	Sub-Cls	Project/Grant	Monetary Amount	Voucher	Group	Vendor
AP00026763	2002-05-07	710	5950	10830	868	0999	63955	10.00	00679907	ML2103	0000003021
5950 Total								10.00			
AP00022757	2001-07-03	710	63110	43410	099	CP07	63955	54.00	00528137	MA1495	0000037327
AP00022883	2001-07-13	710	63110	43410	099	CP07	63955	54.00	00530933	MA1519	0000037327
63110 Total								108.00			
AP00017003	2000-05-16	710	5956	75330	099	0999	63955	57.50	00326924	RN0123	0000024577
AP00017003	2000-05-16	710	5956	75330	099	0999	63955	57.50	00326926	RN0123	0000024577
AP00017093	2000-05-23	710	5956	75330	099	0999	63955	57.50	00329109	RN0132	0000024577
AP00017093	2000-05-23	710	5956	75330	099	0999	63955	69.00	00329116	RN0132	0000024577
5956 Total								241.50			
AP00022757	2001-07-03	710	63110	43410	099	CP07	63955	946.00	00528137	MA1495	0000037327
AP00023728	2001-09-14	710	63110	43410	099	CP07	63955	1,000.00	00559763	MA1651	0000037327
AP00023162	2001-08-01	710	63110	43410	099	CP07	63955	1,125.49	00541787	MA1549	0000022130
AP00024690	2001-11-29	710	63110	43410	099	CP07	63955	1,477.44	00599719	MA1842	0000022130
AP00021635	2001-04-11	710	63110	43410	099	CP07	63955	4,404.16	00483092	MA1294	0000022130
AP00024061	2001-10-11	710	63110	43410	099	CP07	63955	6,136.01	00573613	MA1721	0000022130
AP00020775	2001-02-19	710	63110	43410	099	CP07	63955	6,142.12	00459141	MA1154	0000022130
AP00025396	2001-12-31	710	63110	43410	099	CP07	63955	9,451.21	00621214	MA2076	0000022130
AP00024945	2001-12-18	710	63110	43410	099	CP07	63955	10,245.33	00605115	CB1404	0000022130
AP00026235	2002-03-22	710	63110	43410	099	CP07	63955	17,974.46	00652500	MA2249	0000022130
63110 Total								58,902.22			
Grand Total								59,261.72			

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

9/30/02
Date

Board Action Requested

Approve temporary easement agreement between RCRRA and City of St. Paul for a temporary construction easement of RCRRA property between Forest Street and the extension of Duluth Street for \$6,800 to be paid to RCRRA by the City of St. Paul.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere dated October 8, 2002
 2. Proposed resolution
 3. Map and temporary easement

Budgeting and Accounting

Vern Wallop 10/1/02

County Attorney

Will Maher 10/1/02

Risk Management

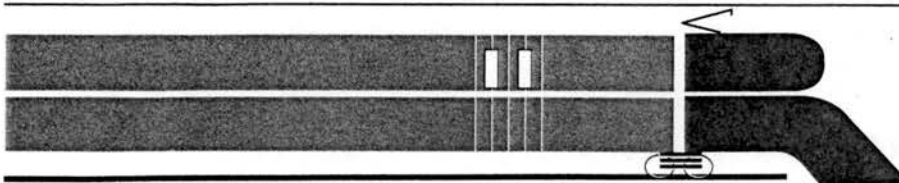
Documentation certified complete for:

October 8, 2002

Board Date

Kristine A. Longhenry
Signature

September 30, 2002
Date



Ramsey County Regional Railroad Authority

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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners

From: Kathryn DeSpiegelaere, Director *KD*

Subject: Temporary easement for City of St. Paul on RCRRA Property between Forest Street and the extension of Duluth Street in St. Paul for \$6,800

Date: October 8, 2002

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 City of St. Paul has requested a temporary construction easement on RCRRA property between Forest Street and the extension of Duluth Street in St. Paul to rebuild the Earl Street bridge. The City of St. Paul and the RCRRA staff have negotiated a fee of \$6,800 for a temporary easement to be paid to the RCRRA by St. Paul. This temporary 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 temporary easement agreement with the City of St. Paul for a temporary construction easement on RCRRA property between Forest Street and the extension of Duluth Street in St. Paul, for \$6,800 to be paid to the RCRRA by the City of St. Paul.

Attachments

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 City of St. Paul requested a temporary construction easement on RCRRA property between Forest Street and the extension of Duluth Street in St. Paul to rebuild the Earl Street bridge; and

WHEREAS, the City of St. Paul has agreed to pay a fee of \$6,800 for a temporary easement to be paid to the Ramsey County Regional Railroad Authority; and

WHEREAS, an easement agreement has been negotiated to provide for the temporary construction easement; Now Therefore Be It

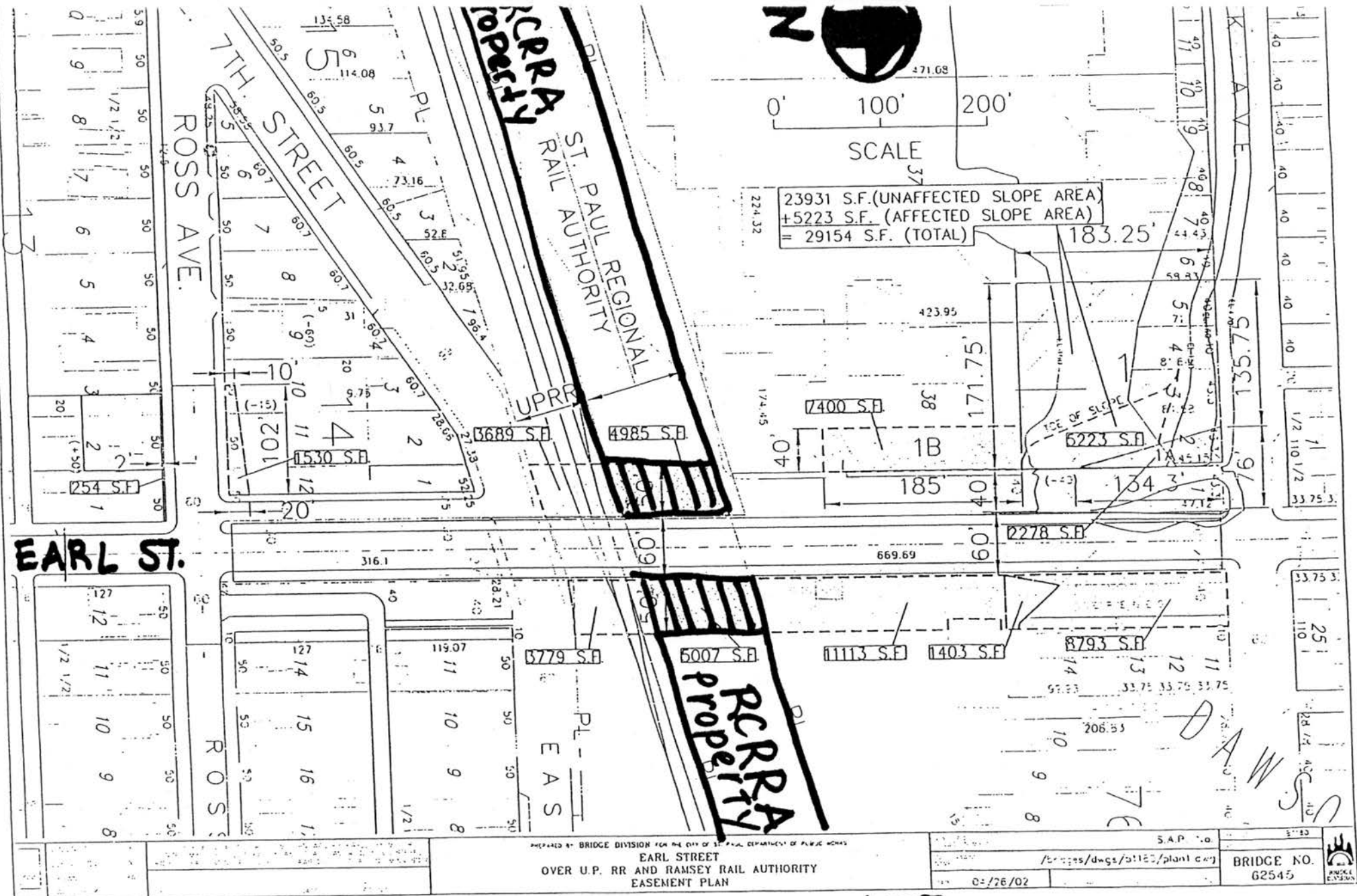
RESOLVED, that the Ramsey County Regional Railroad Authority Chair is authorized to execute the easement agreement with the City of St. Paul for a temporary construction easement of RCRRA property between Forest Street and the extension of Duluth Street in St. Paul, for a total of \$6,800 to be paid to the RCRRA by the City of St. Paul.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary



TEMPORARY EASEMENT

THIS INDENTURE, made this _____ day of _____, _____ by and between

Ramsey County Regional Railroad Authority, Grantor and the City of Saint Paul, a municipal corporation under the laws of the State of Minnesota, its successors and assigns, Grantee, for the cash consideration of Six Thousand Eight Hundred Dollars & no/100 (\$6,800.00) and other good and valuable consideration, to the Grantor it in hand paid and the receipt of which is hereby acknowledged, does hereby grant, bargain, sell and convey unto Grantee a temporary easement over, under and across a portion of real property acquired by Grantor from the Burlington Northern Railroad Company, said property being described in document number 2693267 recorded with the Office of County Recorder, Ramsey County, Minnesota.

The easement boundaries and area (approximately 10,000 square feet) are shown on the attached map (Exhibit "A"), said map being on file with the City of Saint Paul, Department of Public Works.

It is further understood and agreed that the Grantor, for the above consideration, does hereby convey to the Grantee the above described easement for certain purposes including but not limited to entry, operation, sloping, grading and the clearing and storage of materials in conjunction with and during the construction of the Earl Street Bridge Replacement Project.

This easement shall expire on the 31st day of May, 2005.

By _____
Its: _____

State of _____ }
County of _____ } ss

By _____
Its: _____

The foregoing instrument was acknowledged before me this _____ day of _____, _____ by _____

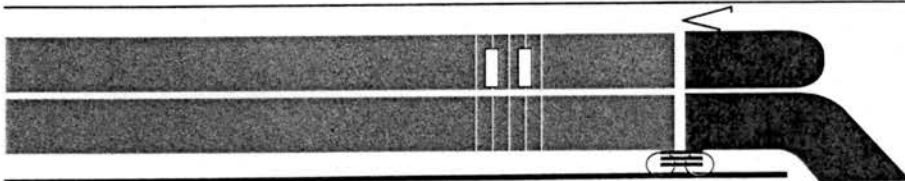
_____, Grantor(s).

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)

SIGNATURE OF PERSON TAKING ACKNOWLEDGMENT

THIS INSTRUMENT WAS DRAFTED BY (NAME & ADDRESS)

The City of Saint Paul
Department of Technology and Management Services
Estate Division
West Kellogg Boulevard
Room 140 City Hall
Saint Paul, Minnesota 55102



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

November 19, 2002

Immediately following Public Works, Parks and Solid Waste Committee Meeting

Third Floor Council Chambers, Courthouse

1. * Approve minutes from October 8, 2002 RCRRA meeting
2. * Approve John Choi as designated lobbyist for Ramsey County Regional Railroad Authority
3. * State legislative position on transportation
4. Riverview Corridor bus shelter location update
5. * Ratify quarterly report of payments for April 1, 2002 to September 30, 2002

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, October 8, 2002, in Council Chambers Third Floor Courthouse.

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

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Alicia Vap,
Karen Clark, Julie Kleinschmidt, Rich Koop, Kris
Longhenry, Vern Wehlage,

Chair Ortega called the meeting to order at 11:22 a.m.

1. Approve minutes from September 10, 2002 RCRRA meeting

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt to approve minutes of September 10, 2002 RCRRA Meeting.

Ayes – 7, Nays – 0
Motion accepted.

2. Metro LRT Joint Powers Board update

Commissioner Haigh stated that the JPB changed their name to Metro Transitways Development Board, due to the interests being broader than just LRT, including both commuter rail and buses. She noted that in conjunction, a legislative program oversight agenda has been put together for use with all candidates between now and the election, which will be called MN Rides, to reflect the fact that the investment in transitway options in the Twin Cities is really about moving everyone in Minnesota, not just a regional issue.

Commissioner Haigh stated that The Metro Transitways Development Board looked at federal appropriations for the next funding cycle and made the request of \$60 million for the Hiawatha Corridor, \$7 million for the Northstar Corridor, \$1 million for the Rush Line Corridor, \$4 million for the Northwest bus corridor and \$19 million for Metro Transit. Kathy DeSpiegelaere noted these amounts were approved by the House of Representatives last week for 2003.

3. Budget Adjustment

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to approve the budget adjustment in the amount of \$48,000 from the contingency account for the county newsletter and for an additional contract with LTK Engineering Services for additional assessment of a downtown St. Paul multi-modal facility.

Ayes – 6, Nays – 1
Motion accepted.

WHEREAS, the Ramsey County Regional Railroad Authority has formed the LOCATE Task Force, a group of downtown St. Paul business leaders and elected officials, to recommend a location for a downtown St. Paul multi-modal facility; and

WHEREAS, to assist in analyzing sites for such a facility, the Ramsey County Regional Railroad Authority had previously retained the consulting services of LTK Engineering Services; and

WHEREAS, the LOCATE Task Force expanded on the work to be done by LTK Engineering Services, necessitating a new contract in the amount of \$8,000; and

WHEREAS, the late fall *Ramsey County Update*, the Ramsey County newsletter, will devote three-fourths of its content to transit and transportation, and the Ramsey County Regional Railroad Authority's share of this newsletter cost is \$40,000; and

WHEREAS, both the LTK Engineering Services contract and the Ramsey County newsletter will require an adjustment in the 2002 budget; Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority approves the following budget transfer of \$48,000:

TRANSFER FROM APPROPRIATIONS

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150101	471101	Contingent Appropriations	\$48,000

TRANSFER TO APPROPRIATIONS

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150101	421501	Consulting Services	\$ 8,000
150101	421604	Special Brochures & Reports	<u>\$40,000</u>
			\$ 48,000

4. Ratify payment to Metro Transit for transit improvements in Riverview Corridor

Commissioner Haigh asked about the transit improvements. Kathy DeSpiegelaere responded that the partial payment was for bus improvements: shelters, lighting and benches. Kathy noted that the improvements will be along West and East Seventh St. and can provide the specific list. Commissioner Ortega commented that funds were obtained from the federal government two years ago and asked that a total list be presented at the next meeting.

Motion by Commissioner Haigh, seconded by Commissioner Wiessner to ratify Partial Payment No. 2 in the amount of \$59,261.72 to Metropolitan Council for Riverview Corridor transit improvements of bus shelters, lighting and benches.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Metropolitan Council for the purpose of constructing Riverview Corridor transit improvements of bus shelters, lighting and benches; and

WHEREAS, Metropolitan Council has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through July 31, 2002; 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, Metropolitan Council Invoice No. NCV-1647, Partial Payment No. 2 in the amount of \$59,261.72, attachments thereto, provide the correct documentation of payments due Metropolitan Council through July 31, 2002; Now Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$59,261.72 for services rendered through July 31, 2002, is hereby ratified.

5. Approve temporary easement agreement between RCRRA and St. Paul for a temporary easement of RCRRA property between Forest Street and the extension of Duluth Street for \$6,800 to be paid to RCRRA by St. Paul

Motion by Commissioner Bennett, seconded by Commissioner Reinhardt to approve a temporary easement agreement between RCRRA and St. Paul for a temporary easement of RCRRA property between Forest Street and the extension of Duluth Street for \$6,800 to be paid to RCRRA by St. Paul.

Ayes – 7, Nays – 0
Motion accepted.

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 City of St. Paul requested a temporary construction easement on RCRRA property between Forest Street and the extension of Duluth Street in St. Paul to rebuild the Earl Street bridge; and

WHEREAS, the City of St. Paul has agreed to pay a fee of \$6,800 for a temporary easement to be paid to the Ramsey County Regional Railroad Authority; and

WHEREAS, an easement agreement has been negotiated to provide for the temporary construction easement; Now Therefore Be It

RESOLVED, that the Ramsey County Regional Railroad Authority Chair is authorized to execute the easement agreement with the City of St. Paul for a temporary construction easement of RCRRA property between Forest Street and the extension of Duluth Street in St. Paul, for a total of \$6,800 to be paid to the RCRRA by the City of St. Paul.

Chair Ortega adjourned the meeting at 11:27 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Spiegelbauer
Authorized Signature

10/29/02
Date

Board Action Requested

Approve John Choi as designated lobbyist for Ramsey County Regional Railroad Authority.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Memorandum from D. MacMillan dated 10/23/02
3. Copy of "Minnesota Rules Chapter 4511 Campaign Finance and Public Disclosure Board - 4511.0500 Reporting Requirements"

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 19, 2002

Board Date

Kristine A. Longhenry
Signature

October 29, 2002

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, Ramsey County Regional Railroad Authority is a political subdivision of the State of Minnesota; and

WHEREAS, the Ramsey County Regional Railroad Authority from time to time employs multiple lobbyists to represent it before the State Legislature; and

WHEREAS, the Ramsey County Regional Railroad Authority has contracted with John Choi to act as a paid lobbyist on its behalf before the State Legislature; and

WHEREAS, the Campaign Finance and Disclosure Board of the State of Minnesota has promulgated Rules regarding the Reporting Requirements for lobbyists; and

WHEREAS, Rule 4511.0500 of the Campaign Finance and Disclosure Board requires that if an entity employs multiple lobbyists it must designate one lobbyist to report lobbyists disbursements made by the entity, and other matters; and

WHEREAS, John Choi has agreed to be the Ramsey County Regional Railroad Authority's designated lobbyist for the period of his contract and for the purpose of complying with the Rules of Campaign Finance and Public Disclosure Board, at no increase in compensation; Now Therefore Be It

RESOLVED, That John Choi is designated to report lobbyist disbursements and otherwise comply with the reporting requirements of Rule 4511.0500 of the Campaign Finance and Public Disclosure Board; and Be It Further

RESOLVED, That the Director of the Ramsey County Regional Railroad Authority is authorized to enter into an addendum to the contract with John Choi designating him as the Regional Railroad Authority's lobbyist, at no additional cost.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Jim McDonough, Secretary

OFFICE OF THE RAMSEY COUNTY ATTORNEY

Susan Gaertner, County Attorney

50 West Kellogg Boulevard, Suite 560 • St. Paul, Minnesota 55102-1556

Telephone (651) 266-3111 • Fax (651) 266-3032

Civil Division



MEMORANDUM

TO: Ramsey County Regional Railroad Authority

FROM: David MacMillan 
Ramsey County Attorney's Office

DATE: October 23, 2002

SUBJECT: Designated Lobbyist

The Minnesota Campaign Finance and Public Disclosure Board has recently promulgated new rules governing the reporting and registration of lobbyists. Among these rules (copy attached) is a requirement that if an entity is represented by more than one lobbyist, the entity must designate one lobbyist to file the necessary lobbyist disbursement reports.

The RCRRA has retained John Choi as a lobbyist, but also from time to time employs other lobbyists. As a result, the RCRRA must designate a single lobbyist for reporting purposes.

tation/Title

ADC 4511.0500, REPORTING REQUIREMENTS.

1543 Minnesota Rules, part 4511.0500

**MINNESOTA RULES
CHAPTER 4511
CAMPAIGN FINANCE AND PUBLIC DISCLOSURE BOARD**

Current with amendments adopted through 10-29-01

11.0500 REPORTING REQUIREMENTS.

Subpart 1. Separate reporting required for each entity. A lobbyist must report separately for each entity for which the lobbyist is registered.

Subp. 2. Reporting by multiple lobbyists representing the same entity. Items A to C apply if a single individual, association, political subdivision, or public higher education system is represented by more than one lobbyist.

A. The entity must designate one lobbyist to report lobbyist disbursements made by the entity and the reporting lobbyist must indicate this designation on the periodic reports of lobbyist disbursements.

B. A lobbyist may consent to report on behalf of other lobbyists for the same entity, in which case, the other lobbyists are persons about whose activities the reporting lobbyist must report and are subject to the disclosure requirements of Minnesota Statutes, section 10A.04, subdivision 3. Lobbyist disbursement reports filed by the reporting lobbyist must include the names and registration numbers of any other lobbyists whose activities are included in the report.

C. Lobbyists whose activities are reported by a designated reporting lobbyist must file lobbyist disbursement reports specifying name and registration number of the lobbyist reporting on their behalf.

Subp. 3. Report of officers and directors information. With each report of lobbyist disbursements, each lobbyist, except those whose activities are reported by a designated reporting lobbyist, must report any change in the name and address of:

- A. each person, if any, by whom the lobbyist is retained or employed or on whose behalf the lobbyist appears; or
- B. if the lobbyist represents an association, each officer and director of the association.

Subp. 4. Limitation on reporting of loans. A lobbyist is not required to report loans to a public official or a local official in a metropolitan governmental unit if:

- A. the lobbyist's employer, principal, or association represented which made the loan is a financial institution; and
- B. the loan was made in the ordinary course of business on substantially the same terms as those prevailing for comparable transactions with other persons.

*14544 Subp. 5. Reporting gifts. A gift to a public or local official from a principal for which a lobbyist is registered must be reported by the lobbyist who reports that principal's lobbying disbursements.

MN ADC 4511.0500, REPORTING REQUIREMENTS.

Stat Authority: MS s 10A.02

History: 21 SR 1779

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

October 29, 2002

Date

Board Action Requested

State legislative position on transportation

ACTION IS REQUESTED

Request Justification

The Metro Transitways Development Board (MTDB) approved its legislative position on:

- Metro ½% sales tax (capital costs of transit and roads)
- \$.07 gas tax increase (roads)
- License tab fees schedule (transit)
- Funding for capital for transitway projects in 2003 session
- Support of Mn/DOT high-speed rail funding request. See summary attached.

The Ramsey County Regional Railroad Authority is being asked to support the same package of requests.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 19, 2002

Board Date

Kristine A. Longhenny

Signature

October 29, 2002

Date

2003 Legislative Package Metro Transitways Development Board

To further the goal of an integrated solution to metropolitan traffic congestion, the Metro Transitways Development Board --- made up of elected county commissioners of the seven metropolitan regional railroad authorities --- supports the following initiatives:

1. A ten year metro highway and transit improvement program

Capital costs:

- A. A referendum on a 10 year multi county metro service area sales tax of ½% to fund both major transit capital and major highway improvements.
- B. A six cent increase in the gas tax.
- C. Support bonding for roads with debt service paid by new gas tax revenue.

Operating costs:

- A. Adopt a new schedule for license tab fees. Savings from back filling the Highway User Tax Distribution Fund (HUTDF) from Motor Vehicle Excise Tax (MVET) to be dedicated toward transit operations.

2. State funding for the priority transit corridors:

Northstar \$123.2 million for final design, construction and right of way acquisition.

Central \$10 million for final environmental impact statement and preliminary engineering.

Red Rock \$1 million for preliminary engineering and environmental review.

Cedar \$3 million for environmental review and preliminary engineering.

Rush Line \$1 million for bus improvements and park and ride facilities.

3. A sales tax exemption on acquisition of rail rolling stock, buses, construction costs and rail fuel.
4. A legislative clarification of liability issues and insurance requirements relating to the construction and operation of commuter rail.
5. State funding request for the Midwest Regional Rail project (high speed rail from Minneapolis/St. Paul to Chicago) and the Northwest Busway.
6. Protection of regional railroad authorities' interests and assets, and strengthening of their partnership role in corridor development.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

October 29, 2002

Date

Board Action Requested

Riverview Corridor bus shelter location update

DISCUSSION ONLY

Request Justification

See attached:

1. Memorandum from K. DeSpiegelaere dated November 1, 2002
2. List of bus shelters and map

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 19, 2002

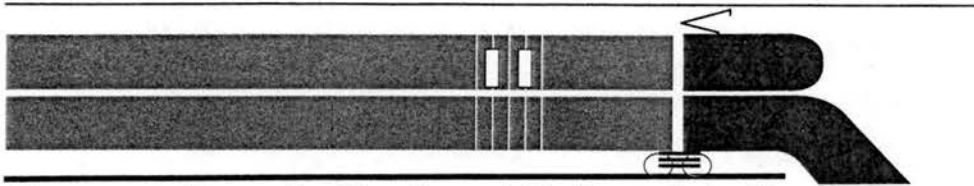
Board Date

Kristine A. Longhenny

Signature

October 29, 2002

Date



Ramsey County Regional Railroad Authority

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

MEMORANDUM

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

From: Kathryn DeSpiegelaere, Director

Subject: Riverview Bus Shelter Information

Date: November 1, 2002

A request was made at your October 8, 2002 Ramsey County Regional Railroad Authority meeting to provide a list of shelters that will be updated on the Riverview Corridor. The following is a listing of new shelters and then existing shelters where lighting improvements will be made. Also following is a map of these improvements.

Attachments

Riverview Corridor Bus Shelters and Lighting

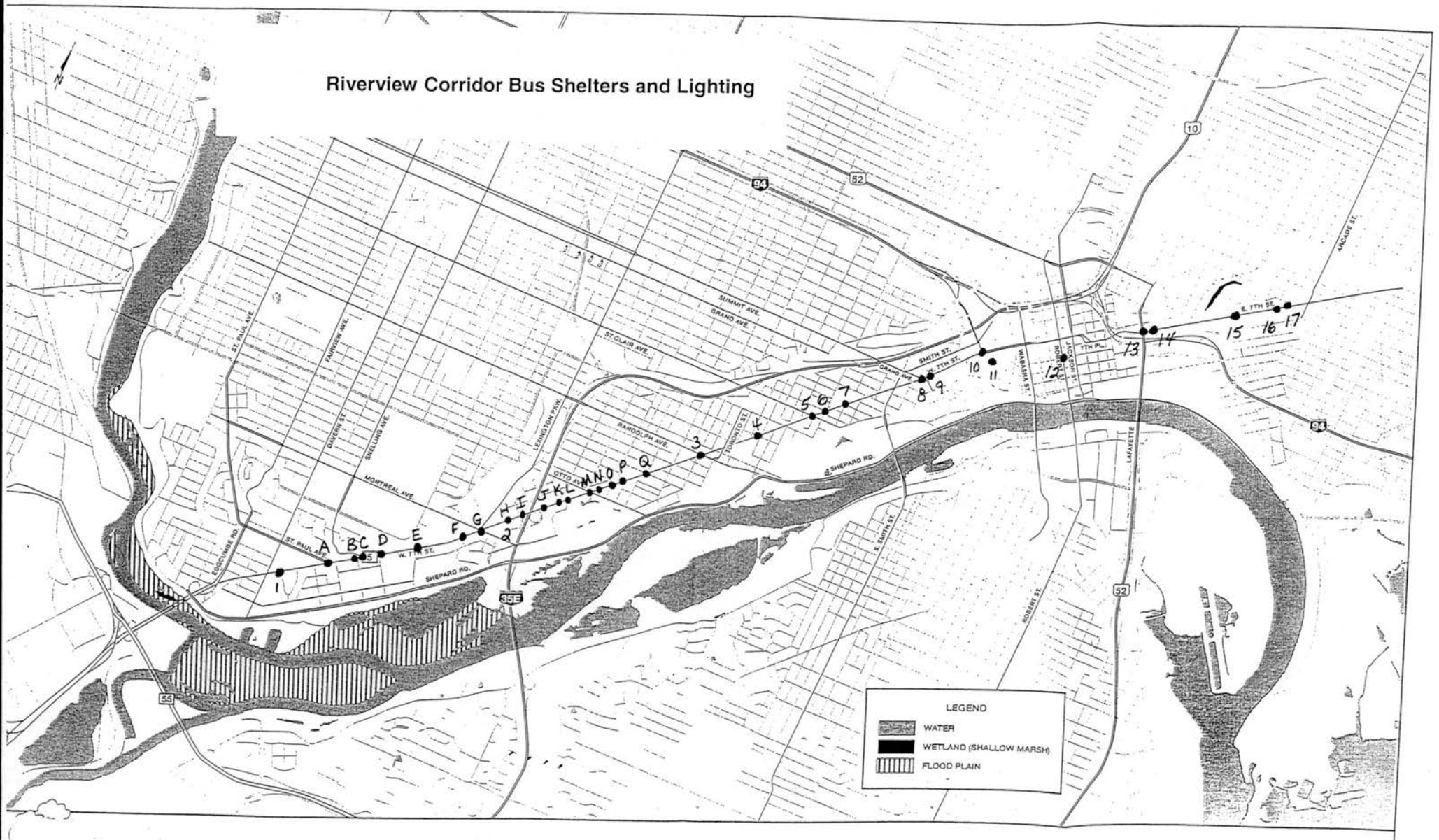
Bus Shelters

ID on Map	Shelter Location	Both Sides
1	Maynard Drive West and West 7th Street	x
2	Albion Avenue and West 7th Street	
3	Randolph Avenue and West 7th Street	x
4	Jefferson Avenue and West 7th Street	
5	St. Clair Avenue and West 7th Street	x
6	Michigan/Western Avenue and West 7th Street	
7	Ann Street and West 7th Street	
8	Grand Avenue and West 7th Street	x
9	Sherman Street and West 7th Street	
10	Kellogg Boulevard and West 7th Street	
11	West 5th Street and West 7th Street	
12	East 6th St and Robert Street (Mn Life)	
13	Lafayette Road and East 7th Street	
14	Willius Street and East 7th Street	
15	Maria Avenue and East 7th Street	x
16	Eichenwald Street and East 7th Street	
17	Hope Street and East 7th Street	x

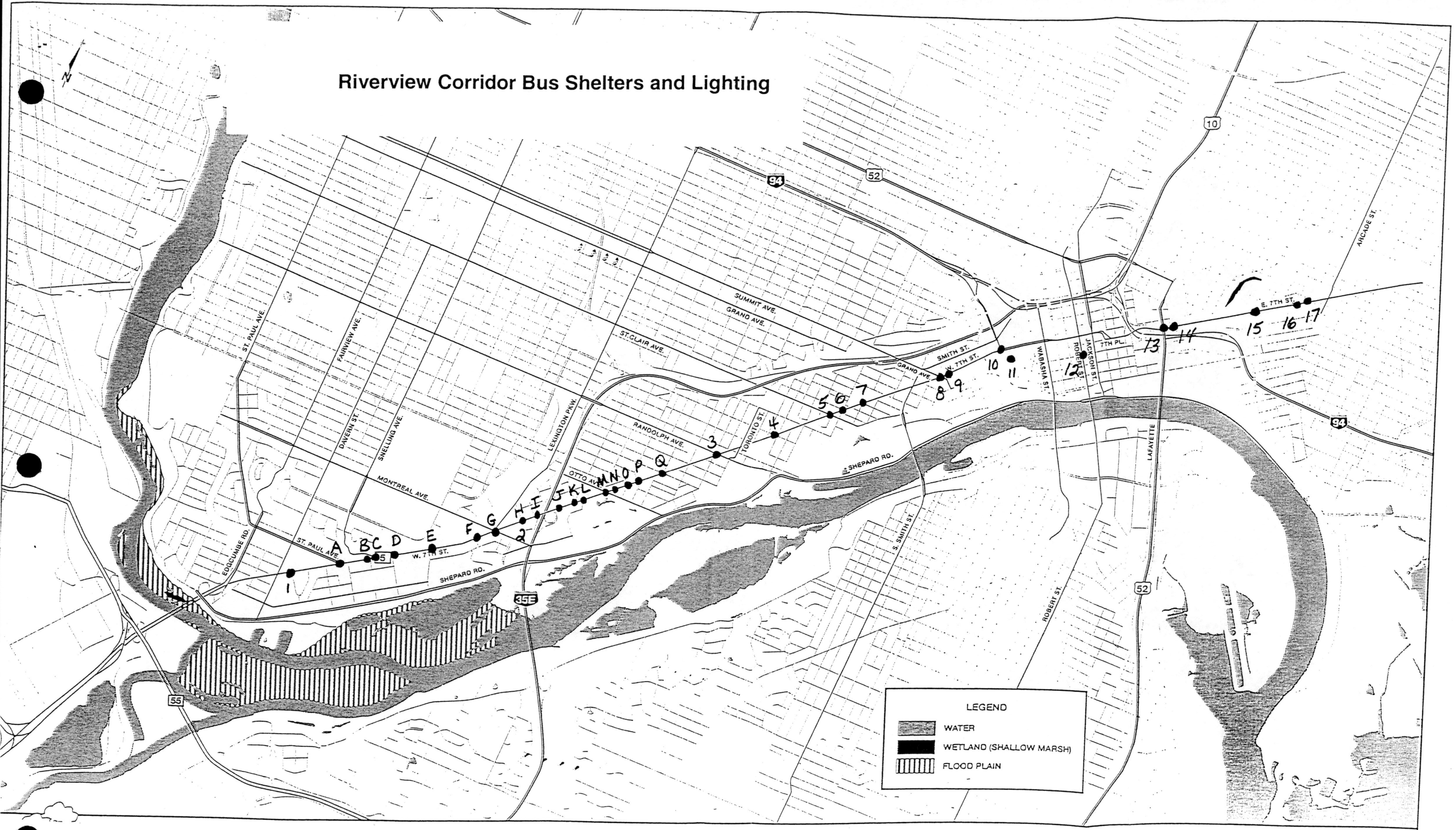
Shelter Lighting

ID on Map	Shelter Location	Both Sides
A	St. Paul Avenue and West 7th Street	
B	Springfield Street and West 7th Street	
C	Snelling Avenue and West 7th Street	
D	Rankin Street and West 7th Street	x
E	Homer Street and West 7th Street	x
F	Dealton Street and West 7th Street	x
G	Montreal Avenue and West 7th Street	x
H	Albion Avenue and West 7th Street	
I	Alaska Avenue and West 7th Street	
J	May Street and West 7th Street	
K	Chatsworth Street and West 7th Street	
L	Hathaway Street and West 7th Street	
M	Otto Avenue and West 7th Street	x
N	Eleanor Avenue and West 7th Street	
O	Scheffer Avenue and West 7th Street	x
P	Victoria Street and West 7th Street	x
Q	Tuscarora Avenue and West 7th Street	

Riverview Corridor Bus Shelters and Lighting



Riverview Corridor Bus Shelters and Lighting



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kristine Longhenry
Authorized Signature

10/29/02
Date

Board Action Requested

Ratify quarterly report of payments for April 1, 2002 to September 30, 2002.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Kleinschmidt, dated October 21, 2002
 3. Detail Disbursements for April, 2002 through September, 2002
 4. Appropriation Budget Status as of September 30, 2002

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 19, 2002

Board Date

Kristine A. Longhenry
Signature

October 29, 2002

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 April 1, 2002 through September 30, 2002 and a record of these disbursements is attached; Now, Therefore, Be It

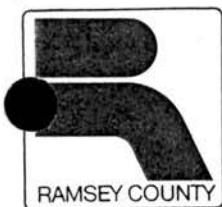
RESOLVED, That the report of payment is accepted by the Ramsey County Regional Railroad Authority.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, 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: Kathryn DeSpiegelaere, Director-Regional Railroad Authority Planning

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

DATE: October 21, 2002

SUBJECT: Ramsey County Regional Railroad Authority
Report of Payments: April 1, 2002 through September 30, 2002

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>150101 - Regional Railroad Authority Administration:</u>	\$ 179,209.05
Budget Year 2002	\$ 179,209.05
<u>150106 - Northeast Corridor Maint. Kellogg to Beam:</u>	\$ 2,092.66
Budget Year 2002	2,092.66
<u>150180 - Proj/Grant Central Corridor Transit Study: (G205002)</u>	\$ 448,790.46
Budget Year 2000	\$ 448,791.88
Budget Year 2002	- 1.42
<u>150180 - Proj/Grant Riverview Transit Improvements: (G205004)</u>	\$ 59,261.72
Budget Period 2002	\$ 59,261.72
<u>150180 - Proj/Grant Northeast Diagonal Corridor: (P121002)</u>	\$ 11,407.11
Budget Year 2001	\$ 11,407.11
Total Payments April 2002 through September 2002	<u>\$ 700,761.00</u>

Attached are the following reports:

A. Detail Disbursements for the period April 2002 through September 2002.

B. Appropriation Budget Status as of September 30, 2002.

JK:vw

Attachments



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

Run Date Oct 18,2002
Run Time 8:40:50 AM

Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department				Project/Grant		Program	
2002		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA						00000 All Programs	
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421102	05/06/02	AP00387358	05/06/02	2,407.00	RRA 00001692		0000484741	05/15/02		0000108193 Minnesota State Auditor	
421102	07/01/02	AP00400404	07/01/02	1,618.00	RRA 00001772		0000512380	07/24/02		0000108193 Minnesota State Auditor	
Total Account 421102				4,025.00	State Auditor				Account 421102	Payments:	4,025.00
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421208	06/03/02	AP00395108	06/03/02	6,601.28	RRA 00001728		00005498	06/25/02		0000100153 County Attorney	
421208	06/24/02	AP00398171	06/24/02	2,062.90	RRA 00001751		00005588	07/11/02		0000100153 County Attorney	
421208	08/26/02	AP00410256	08/26/02	1,414.56	RRA 00001845		00005895	09/17/02		0000100153 County Attorney	
421208	09/30/02			1,444.03	RRA 00001891					0000100153 County Attorney	
Total Account 421208				11,522.77	County Attorney Services				Account 421208	Payments:	10,078.74
										Journal Entries:	0.00
										Undisbursed Expenses:	1,444.03
421402	04/29/02	AP00389544	04/29/02	450.22	RRA 00001674		00005407	05/24/02		0000100168 Information Services	
421402	06/04/02	AP00395109	06/04/02	265.17	RRA 00001736		00005502	06/25/02		0000100168 Information Services	
421402	06/24/02	AP00398171	06/24/02	253.85	RRA 00001752		00005592	07/11/02		0000100168 Information Services	
421402	07/22/02	AP00403437	07/22/02	584.88	RRA 00001791		00005735	08/08/02		0000100168 Information Services	
421402	08/20/02	AP00410255	08/20/02	619.99	RRA 00001830		00005897	09/17/02		0000100168 Information Services	
421402	09/12/02	AP00411700	09/12/02	544.86	RRA 00001868		00005952	09/23/02		0000100168 Information Services	
Total Account 421402				2,718.97	Data Proc Srv-Mtce				Account 421402	Payments:	2,718.97
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421501	09/19/02	AP00413155	09/19/02	10.19	RRA 00001880		0000539150	10/02/02		0000001770 St Paul,City Of	
Total Account 421501				10.19	Consulting Services				Account 421501	Payments:	10.19
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421506	04/16/02	AP00384758	04/16/02	2,210.21	RRA 00001666	0000000139	0000477683	04/26/02		0000020305 Lockridge,Grindal Nauen	
421506	04/22/02	AP00386434	04/22/02	2,500.00	RRA 00001672	0000000152	0000481855	05/08/02		0000138897 Kennedy & Graven, Chartered	
421506	05/20/02	AP00392008	05/20/02	2,210.21	RRA 00001707	0000000139	0000493772	06/07/02		0000020305 Lockridge,Grindal Nauen	

W



Report ID: RAP006

Ramsey County ASPEN

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

Page No. 7
Run Date Oct 18, 2002
Run Time 8:40:50 AM

Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program
2002	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs

Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421506	06/24/02	AP00398171	06/24/02	2,210.21	RRA 00001746	0000000139	0000506947	07/12/02		0000020305 Lockridge, Grindal Nauen	
421506	07/18/02	AP00401572	07/18/02	2,210.21	RRA 00001784	0000000139	0000515542	07/31/02		0000020305 Lockridge, Grindal Nauen	
421506	08/05/02	AP00405414	08/05/02	2,500.00	RRA 00001810	0000000152	0000522502	08/16/02		0000138897 Kennedy & Graven, Chartered	
421506	08/20/02	AP00410255	08/20/02	2,210.21	RRA 00001839	0000000139	0000532559	09/13/02		0000020305 Lockridge, Grindal Nauen	
421506	08/20/02	AP00410255	08/20/02	2,500.00	RRA 00001840	0000000211	0000532545	09/13/02		0000138897 Kennedy & Graven, Chartered	
421506	09/19/02	AP00413155	09/19/02	2,210.21	RRA 00001877	0000000139	0000539383	10/02/02		0000020305 Lockridge, Grindal Nauen	
421506	09/23/02	AP00413649	09/23/02	2,500.00	RRA 00001887	0000000211	0000540953	10/04/02		0000138897 Kennedy & Graven, Chartered	

Total Account 421506

23,261.26 Legislative Representative

Account 421506

Payments:

23,261.26

Journal Entries:

0.00

Undisbursed Expenses:

0.00

421511	04/02/02	AP00381894	04/02/02	1,403.02	RRA 00001628		00005228	04/11/02		0000100162 Public Works	
421511	04/02/02	AP00381894	04/02/02	2,891.59	RRA 00001629		00005228	04/11/02		0000100162 Public Works	
421511	04/02/02	AP00381894	04/02/02	9,469.46	RRA 00001631		00005228	04/11/02		0000100162 Public Works	
421511	04/02/02	AP00381894	04/02/02	1,491.08	RRA 00001633		00005228	04/11/02		0000100162 Public Works	
421511	04/08/02	AP00384755	04/08/02	1,729.14	RRA 00001646		00005287	04/30/02		0000100162 Public Works	
421511	04/08/02	AP00384755	04/08/02	9,138.36	RRA 00001648		00005287	04/30/02		0000100162 Public Works	
421511	04/08/02	AP00384755	04/08/02	3,695.76	RRA 00001650		00005287	04/30/02		0000100162 Public Works	
421511	04/08/02	AP00384755	04/08/02	205.32	RRA 00001652		00005287	04/30/02		0000100162 Public Works	
421511	05/21/02	AP00392944	05/21/02	2,471.60	RRA 00001709		00005453	06/17/02		0000100162 Public Works	
421511	05/21/02	AP00392944	05/21/02	4,701.66	RRA 00001711		00005453	06/17/02		0000100162 Public Works	
421511	05/21/02	AP00392944	05/21/02	109.38	RRA 00001714		00005453	06/17/02		0000100162 Public Works	
421511	05/21/02	AP00392944	05/21/02	3,390.78	RRA 00001715		00005453	06/17/02		0000100162 Public Works	
421511	06/24/02	AP00398171	06/24/02	4,633.52	RRA 00001749		00005595	07/11/02		0000100162 Public Works	
421511	06/27/02	AP00398173	06/27/02	127.61	RRA 00001766		00005595	07/11/02		0000100162 Public Works	
421511	06/27/02	AP00398173	06/27/02	3,463.70	RRA 00001767		00005595	07/11/02		0000100162 Public Works	
421511	06/27/02	AP00398173	06/27/02	2,057.44	RRA 00001768		00005595	07/11/02		0000100162 Public Works	
421511	07/22/02	AP00403437	07/22/02	2,448.35	RRA 00001794		00005746	08/08/02		0000100162 Public Works	
421511	07/22/02	AP00403437	07/22/02	6,541.44	RRA 00001796		00005746	08/08/02		0000100162 Public Works	

4



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

Run Date Oct 18, 2002
Run Time 8:40:50 AM

Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department			Project/Grant		Program		
2002		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA					00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421511	07/22/02	AP00403437	07/22/02	2,369.90	RRA 00001798		00005746	08/08/02		0000100162 Public Works	
421511	07/22/02	AP00403437	07/22/02	619.82	RRA 00001800		00005746	08/08/02		0000100162 Public Works	
421511	07/22/02	AP00403437	07/22/02	1,349.02	RRA 00001801		00005746	08/08/02		0000100162 Public Works	
421511	08/20/02	AP00410255	08/20/02	1,458.40	RRA 00001831		00005929	09/17/02		0000100162 Public Works	
421511	08/20/02	AP00410255	08/20/02	656.28	RRA 00001832		00005899	09/17/02		0000100162 Public Works	
421511	08/20/02	AP00410255	08/20/02	2,661.58	RRA 00001834		00005899	09/17/02		0000100162 Public Works	
421511	08/20/02	AP00410255	08/20/02	8,790.06	RRA 00001836		00005899	09/17/02		0000100162 Public Works	
421511	08/20/02	AP00410255	08/20/02	1,362.72	RRA 00001838		00005899	09/17/02		0000100162 Public Works	
421511	09/09/02	AP00411698	09/09/02	1,763.52	RRA 00001849		00005953	09/23/02		0000100162 Public Works	
421511	09/09/02	AP00411698	09/09/02	7,767.96	RRA 00001851		00005953	09/23/02		0000100162 Public Works	
421511	09/09/02	AP00411698	09/09/02	1,786.54	RRA 00001853		00005953	09/23/02		0000100162 Public Works	
421511	09/09/02			266.22	RRA 00001854				Deleted Voucher	0000100162 Public Works	
421511	09/09/02	AP00411698	09/09/02	1,203.18	RRA 00001856		00005953	09/23/02		0000100162 Public Works	
421511	09/09/02	AP00411698	09/09/02	911.50	RRA 00001858		00005953	09/23/02		0000100162 Public Works	

Total Account 421511 92,669.69 Co Project Management Svcs

Account 421511 Payments: 92,669.69
Journal Entries: 0.00
Undisbursed Expenses: 0.00

421519	04/04/02	AP00382942	04/04/02	918.48	RRA 00001637	0000000162	0000472482	04/17/02		0000030760 Jeane Thorne Inc	
421519	04/08/02	AP00384755	04/08/02	309.60	RRA 00001645	0000000165	0000476689	04/24/02		0000030760 Jeane Thorne Inc	
421519	04/11/02	AP00384756	04/11/02	412.80	RRA 00001660	0000000166	0000476689	04/24/02		0000030760 Jeane Thorne Inc	
421519	04/18/02	AP00384759	04/18/02	319.92	RRA 00001668	0000000169	0000477658	04/26/02		0000030760 Jeane Thorne Inc	
421519	04/29/02	AP00387355	04/29/02	309.60	RRA 00001677	0000000170	0000484695	05/15/02		0000030760 Jeane Thorne Inc	
421519	05/02/02	AP00387357	05/02/02	278.64	RRA 00001683	0000000173	0000484695	05/15/02		0000030760 Jeane Thorne Inc	
421519	05/13/02	AP00392005	05/13/02	247.68	RRA 00001695	0000000175	0000493756	06/07/02		0000030760 Jeane Thorne Inc	
421519	05/16/02	AP00392007	05/16/02	319.92	RRA 00001703	0000000178	0000493756	06/07/02		0000030760 Jeane Thorne Inc	
421519	05/23/02	AP00392010	05/23/02	288.96	RRA 00001720	0000000181	0000493756	06/07/02		0000030760 Jeane Thorne Inc	
421519	06/03/02	AP00394706	06/03/02	309.60	RRA 00001727	0000000184	0000499604	06/24/02		0000030760 Jeane Thorne Inc	
421519	06/06/02	AP00394708	06/06/02	319.92	RRA 00001737	0000000188	0000499604	06/24/02		0000030760 Jeane Thorne Inc	

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Report ID: RAP006

Ramsey County ASPEN

DETAILED DISBURSEMENT BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

Page No 9
Run Date Oct 18, 2002
Run Time 8:40:50 AM

Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department		Project/Grant		Program			
2002		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA				00000 All Programs			
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421519	06/24/02	AP00398171	06/24/02	309.60	RRA 00001745	0000000191	0000506941	07/12/02		0000030760 Jeane Thorne Inc	
421519	06/25/02	AP00398172	06/25/02	330.24	RRA 00001757	0000000194	0000506941	07/12/02		0000030760 Jeane Thorne Inc	
421519	06/27/02	AP00398173	06/27/02	381.84	RRA 00001770	0000000195	0000506941	07/12/02		0000030760 Jeane Thorne Inc	
421519	07/08/02	AP00400405	07/08/02	237.36	RRA 00001779	0000000200	0000512333	07/24/02		0000030760 Jeane Thorne Inc	
421519	07/22/02	AP00401573	07/22/02	319.92	RRA 00001788	0000000201	0000515527	07/31/02		0000030760 Jeane Thorne Inc	
421519	07/22/02	AP00401573	07/22/02	314.76	RRA 00001802	0000000202	0000515527	07/31/02		0000030760 Jeane Thorne Inc	
421519	08/05/02	AP00405414	08/05/02	407.64	RRA 00001812	0000000206	0000522487	08/16/02		0000030760 Jeane Thorne Inc	
421519	08/12/02	AP00406879	08/12/02	619.20	RRA 00001816	0000000209	0000525807	08/26/02		0000030760 Jeane Thorne Inc	
421519	08/19/02	AP00406882	08/19/02	325.08	RRA 00001828	0000000212	0000525807	08/26/02		0000030760 Jeane Thorne Inc	
421519	09/09/02	AP00411281	09/09/02	428.28	RRA 00001847	0000000215	0000536097	09/23/02		0000030760 Jeane Thorne Inc	
421519	09/12/02	AP00411283	09/12/02	309.60	RRA 00001870	0000000220	0000536097	09/23/02		0000030760 Jeane Thorne Inc	
421519	09/16/02	AP00411284	09/16/02	402.48	RRA 00001874	0000000221	0000536097	09/23/02		0000030760 Jeane Thorne Inc	
421519	09/19/02	AP00413155	09/19/02	314.76	RRA 00001881	0000000223	0000539372	10/02/02		0000030760 Jeane Thorne Inc	
421519	09/30/02	AP00415552	09/30/02	474.72	RRA 00001889	0000000224	0000546058	10/16/02		0000030760 Jeane Thorne Inc	
Total Account 421519				9,210.60	Clerical Services					Account 421519	Payments: 9,210.60 Journal Entries: 0.00 Undisbursed Expenses: 0.00
421603	04/08/02	AP00384755	04/08/02	133.63	RRA 00001642		0000476823	04/24/02		0000001770 St Paul,City Of	
421603	05/13/02	AP00392005	05/13/02	257.73	RRA 00001693		0000493835	06/07/02		0000001770 St Paul,City Of	
421603	05/28/02	AP00392011	05/28/02	52.00	RRA 00001723		0000493835	06/07/02		0000001770 St Paul,City Of	
421603	06/06/02	AP00394708	06/06/02	172.49	RRA 00001741		0000499698	06/24/02		0000001770 St Paul,City Of	
421603	06/27/02	AP00398173	06/27/02	64.00	RRA 00001769		0000506994	07/12/02		0000001770 St Paul,City Of	
421603	08/15/02	AP00407692	08/15/02	202.00	RRA 00001824		00005841	08/30/02		0000100162 Public Works	
421603	08/15/02	AP00406881	08/15/02	111.45	RRA 00001826		0000525845	08/26/02		0000001770 St Paul,City Of	
421603	09/30/02	AP00415552	09/30/02	8.65	RRA 00001890		0000546116	10/16/02		0000001770 St Paul,City Of	
Total Account 421603				1,001.95	Printing & Stationery					Account 421603	Payments: 1,001.95 Journal Entries: 0.00 Undisbursed Expenses: 0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program							
2002	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs							
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421701	04/29/02	AP00389544	04/29/02	193.84	RRA 00001676		00005404	05/24/02		0000100163 Comm Human Serv-Presort Mail	
421701	05/20/02	AP00392943	05/20/02	220.98	RRA 00001704		00005445	06/17/02		0000100163 Comm Human Serv-Presort Mail	
421701	06/06/02	AP00395110	06/06/02	204.88	RRA 00001739		00005496	06/25/02		0000100163 Comm Human Serv-Presort Mail	
421701	07/22/02	AP00403437	07/22/02	144.27	RRA 00001803		00005730	08/08/02		0000100163 Comm Human Serv-Presort Mail	
421701	08/15/02	AP00407692	08/15/02	159.54	RRA 00001827		00005832	08/30/02		0000100163 Comm Human Serv-Presort Mail	
421701	09/12/02	AP00411700	09/12/02	328.47	RRA 00001867		00005946	09/23/02		0000100163 Comm Human Serv-Presort Mail	
Total Account 421701				1,251.98	Postage				Account 421701	Payments:	1,251.98
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421706	05/02/02	AP00389545	05/02/02	20.79	RRA 00001682		00005443	05/24/02		0000100171 Telecommunications	
421706	07/08/02	AP00400405	07/08/02	13.18	RRA 00001782		00005728	07/24/02		0000100171 Telecommunications	
421706	07/08/02	AP00400405	07/08/02	8.90	RRA 00001783		00005728	07/24/02		0000100171 Telecommunications	
421706	08/05/02	AP00407691	08/05/02	8.08	RRA 00001808		00005844	08/30/02		0000100171 Telecommunications	
421706	09/10/02	AP00411699	09/10/02	6.24	RRA 00001862		00005991	09/23/02		0000100171 Telecommunications	
Total Account 421706				57.19	Telephone Long Dist Charges				Account 421706	Payments:	57.19
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421707	04/11/02	AP00384756	04/11/02	183.55	RRA 00001659		00005291	04/30/02		0000100171 Telecommunications	
421707	05/13/02	AP00392942	05/13/02	183.55	RRA 00001698		00005455	06/17/02		0000100171 Telecommunications	
421707	06/25/02	AP00398172	06/25/02	183.55	RRA 00001759		00005598	07/11/02		0000100171 Telecommunications	
421707	07/08/02	AP00400405	07/08/02	183.55	RRA 00001780		00005699	07/24/02		0000100171 Telecommunications	
421707	08/05/02	AP00407691	08/05/02	183.55	RRA 00001807		00005844	08/30/02		0000100171 Telecommunications	
421707	09/16/02	AP00412564	09/16/02	183.55	RRA 00001872		00005993	09/25/02		0000100171 Telecommunications	
Total Account 421707				1,101.30	Telephone-Local Service				Account 421707	Payments:	1,101.30
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421710	04/02/02	AP00382941	04/02/02	94.52	RRA 00001634	0000000161	0000472703	04/17/02		0000122690 Verizon Wireless	
421710	04/30/02	AP00387356	04/30/02	61.44	RRA 00001681	0000000172	0000484946	05/15/02		0000122690 Verizon Wireless	

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DETAILED DISBURSEMENT BY ORGANIZATIONAL UNIT

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Budget Period	Fund	Department	Project/Grant	Program
2002	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs

Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421710	06/04/02	AP00394707	06/04/02	80.68	RAA 00001734	0000000186	0000499794	06/24/02		0000122690 Verizon Wireless	
421710	07/01/02	AP00400404	07/01/02	343.48	RAA 00001777	0000000199	0000512469	07/24/02		0000122690 Verizon Wireless	
421710	08/12/02	AP00406879	08/12/02	522.53	RAA 00001819	0000000210	0000525926	08/26/02		0000122690 Verizon Wireless	
421710	09/09/02	AP00411281	09/09/02	163.58	RAA 00001859	0000000216	0000536285	09/23/02		0000122690 Verizon Wireless	
Total Account	421710			1,266.23	Telephone-Cellular Service					Account 421710 Payments: 1,266.23 Journal Entries: 0.00 Undisbursed Expenses: 0.00	

422402	05/13/02	AP00392942	05/13/02	3,165.50	RAA 00001696		00005450	06/17/02		0000100170 Property Management West	
422402	07/22/02	AP00403437	07/22/02	3,165.50	RAA 00001792		00005744	08/08/02		0000100170 Property Management West	
Total Account	422402			6,331.00	Buildings & Office Space					Account 422402 Payments: 6,331.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	

422403	04/12/02	0000382118	04/12/02	195.00	Department paid parking at RCGC-West: Jan. - Mar. 2002						
422403	08/20/02	0000405977	08/20/02	325.00	Department paid parking at RCGC-West: April - August 2002.						
422403	04/15/02	AP00384757	04/15/02	130.00	RAA 00001663		0000476827	04/24/02		0000100608 Standard Parking Inc	
422403	05/13/02	AP00392005	05/13/02	130.00	RAA 00001694		0000493837	06/07/02		0000100608 Standard Parking Inc	
422403	06/25/02	AP00398172	06/25/02	130.00	RAA 00001755		0000506995	07/12/02		0000100608 Standard Parking Inc	
422403	07/18/02	AP00401572	07/18/02	130.00	RAA 00001787		0000515657	07/31/02		0000100608 Standard Parking Inc	
422403	08/15/02	AP00406881	08/15/02	130.00	RAA 00001823		0000525846	08/26/02		0000100608 Standard Parking Inc	
422403	09/16/02	AP00411284	09/16/02	130.00	RAA 00001873		0000536200	09/23/02		0000100608 Standard Parking Inc	
Total Account	422403			1,300.00	Parking Space					Account 422403 Payments: 780.00 Journal Entries: 520.00 Undisbursed Expenses: 0.00	

422601	04/01/02	AP00382274	04/01/02	102.25	RAA 00001624	0000000160	0000470901	04/12/02		0000023226 Ikon Office Solutions	
422601	04/30/02	AP00387356	04/30/02	102.25	RAA 00001678	0000000171	0000484680	05/15/02		0000023226 Ikon Office Solutions	
422601	06/04/02	AP00394707	06/04/02	102.25	RAA 00001735	0000000187	0000499595	06/24/02		0000023226 Ikon Office Solutions	
422601	06/25/02	AP00398172	06/25/02	131.34	RAA 00001756	0000000193	0000506937	07/12/02		0000023226 Ikon Office Solutions	
422601	07/01/02	AP00400404	07/01/02	102.25	RAA 00001774	0000000196	0000512322	07/24/02		0000023226 Ikon Office Solutions	

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Budget Period		Fund		Department				Project/Grant		Program		
2002		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA						00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID	
422601	08/05/02	AP00405414	08/05/02	334.10	RRA 00001809	0000000205	0000522475	08/16/02		0000023226 Ikon Office Solutions		
422601	09/10/02	AP00411282	09/10/02	114.79	RRA 00001863	0000000218	0000536080	09/23/02		0000023226 Ikon Office Solutions		
Total Account 422601				989.23	Equipment & Machinery Repairs				Account 422601	Payments:	989.23	
										Journal Entries:	0.00	
										Undisbursed Expenses:	0.00	
424107	04/29/02	AP00387355	04/29/02	2,926.00	RRA 00001673		0000484883	05/15/02		0000100470 Aon Risk Services Inc Of Mn		
Total Account 424107				2,926.00	Liability & Property Damage				Account 424107	Payments:	2,926.00	
										Journal Entries:	0.00	
										Undisbursed Expenses:	0.00	
424302	06/03/02	AP00394190	06/03/02	1,280.00	RRA 00001725		0000496915	06/17/02		0000030749 American Public Transit Assoc		
424302	08/05/02	AP00405414	08/05/02	50.00	RRA 00001811		0000522177	08/16/02		0000030750 Citizens League		
424302	08/12/02	AP00406614	08/12/02	40.00	RRA 00001818		0000525247	08/23/02		0000029136 Mn Transportation Alliance		
Total Account 424302				1,370.00	Membership & Dues				Account 424302	Payments:	1,370.00	
										Journal Entries:	0.00	
										Undisbursed Expenses:	0.00	
424303	04/01/02	AP00381893	04/01/02	231.50	RRA 00001625		0000468477	04/05/02		0000132437 Travel Associates		
424303	04/02/02	AP00382275	04/02/02	550.00	RRA 00001635		0000470624	04/12/02		0000029136 Mn Transportation Alliance		
424303	04/02/02	AP00382275	04/02/02	890.00	RRA 00001636		0000470596	04/12/02		0000030749 American Public Transit Assoc		
424303	04/04/02	AP00382276	04/04/02	160.00	RRA 00001638		0000470645	04/12/02		0000009249 University Of Minnesota		
424303	04/09/02	AP00387354	04/09/02	400.00	RRA 00001658		0000482735	05/10/02		0000030747 Despiegelaere,Kathryn		
424303	04/16/02	AP00384758	04/16/02	355.00	RRA 00001667		0000477260	04/26/02		0000137553 High Speed Ground Transportation		
424303	04/22/02	AP00384760	04/22/02	611.50	RRA 00001670		0000479071	05/01/02		0000132437 Travel Associates		
424303	05/02/02	AP00387357	05/02/02	924.50	RRA 00001687		0000484730	05/15/02		0000111155 Mckasy Travel Service Inc		
424303	05/14/02	AP00388124	05/14/02	400.00	RRA 00001700		0000486459	05/20/02		0000027902 Ortega,Rafael		
424303	05/23/02	AP00391506	05/23/02	93.00	RRA 00001718		0000490906	05/31/02		0000132437 Travel Associates		
424303	05/23/02	AP00391506	05/23/02	1,100.00	RRA 00001719		0000490402	05/31/02		0000027902 Ortega,Rafael		
424303	05/28/02	AP00391507	05/28/02	582.03	RRA 00001722		0000491878	06/05/02		0000118050 Vap,Alicia		
424303	06/03/02	AP00394190	06/03/02	12.90	RRA 00001733		0000496852	06/17/02		0000030747 Despiegelaere,Kathryn		

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Budget Period		Fund		Department		Project/Grant		Program			
2002		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA				00000 All Programs			
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
424303	06/06/02	AP00394191	06/06/02	155.05	RRA 00001740		0000496863	06/17/02		0000027902 Ortega,Rafael	
424303	06/24/02	AP00397280	06/24/02	550.00	RRA 00001744		0000504492	07/05/02		0000029136 Mn Transportation Alliance	
424303	06/25/02	AP00397281	06/25/02	1,405.42	RRA 00001754		0000504203	07/05/02		0000030747 Despiegelaere,Kathryn	
424303	06/25/02	AP00397281	06/25/02	951.50	RRA 00001758		0000504482	07/05/02		0000111155 Mckasy Travel Service Inc	
424303	07/08/02	AP00400405	07/08/02	350.00	RRA 00001778		0000512096	07/24/02		0000030756 Rail-Volution	
424303	08/15/02	AP00406615	08/15/02	306.00	RRA 00001822		0000525460	08/23/02		0000132437 Travel Associates	
424303	08/15/02	AP00406615	08/15/02	268.00	RRA 00001825		0000525460	08/23/02		0000132437 Travel Associates	
424303	08/27/02	AP00410257	08/27/02	280.00	RRA 00001846		0000532405	09/13/02		0000118050 Vap,Alicia	
424303	09/10/02	AP00410720	09/10/02	266.50	RRA 00001860		0000533943	09/18/02		0000132437 Travel Associates	
424303	09/16/02	AP00410721	09/16/02	800.00	RRA 00001875		0000533602	09/18/02		0000123524 Morris,Steve	
424303	09/19/02	AP00412565	09/19/02	350.00	RRA 00001879		0000537624	09/27/02		0000030756 Rail-Volution	
424303	09/23/02	AP00413156	09/23/02	1,162.20	RRA 00001882		0000539132	10/02/02		0000030747 Despiegelaere,Kathryn	
424303	09/23/02	AP00413156	09/23/02	170.00	RRA 00001886		0000539140	10/02/02		0000029136 Mn Transportation Alliance	
424303	04/12/02	AP00382876	04/12/02	890.00	COMGR 00003337		0000472093	04/17/02		0000030749 American Public Transit Assoc	
424303	06/20/02	AP00394680	06/20/02	731.25	COMGR 00003567		0000499322	06/24/02		0000117414 Speiker,Terry	
Total Account 424303				14,946.35	Conference & Seminar				Account 424303	Payments:	14,946.35
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
424305	08/26/02	AP00410256	08/26/02	26.00	RRA 00001843		0000532342	09/13/02		0000030747 Despiegelaere,Kathryn	
Total Account 424305				26.00	Volunteer/Comm Meeting Exp				Account 424305	Payments:	26.00
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
424306	04/08/02	AP00384755	04/08/02	161.46	RRA 00001643		0000476618	04/24/02		0000137277 D'Amico & Sons	
424306	04/08/02	AP00384755	04/08/02	37.56	RRA 00001656		0000476442	04/24/02		0000030747 Despiegelaere,Kathryn	
424306	04/15/02	AP00384757	04/15/02	149.60	RRA 00001664		0000476442	04/24/02		0000030747 Despiegelaere,Kathryn	
424306	04/15/02	AP00384757	04/15/02	127.88	RRA 00001665		0000476799	04/24/02		0000119586 Saint Paul Area Chamber Of Comr	
424306	05/06/02	AP00387358	05/06/02	45.48	RRA 00001691		0000484432	05/15/02		0000030747 Despiegelaere,Kathryn	
424306	06/25/02	AP00398172	06/25/02	87.17	RRA 00001753		0000506743	07/12/02		0000030747 Despiegelaere,Kathryn	

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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period	Fund	Department	Project/Grant	Program							
2002	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs							
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
424306	07/18/02	AP00401572	07/18/02	16.05	RRA 00001786		0000515187	07/31/02		0000118050 Vap,Alicia	
424306	07/22/02	AP00401573	07/22/02	99.55	RRA 00001789		0000515146	07/31/02		0000030747 Despiegelaere,Kathryn	
424306	08/26/02	AP00410256	08/26/02	95.13	RRA 00001843		0000532342	09/13/02		0000030747 Despiegelaere,Kathryn	
424306	09/19/02	AP00413155	09/19/02	12.80	RRA 00001876		0000539154	10/02/02		0000118050 Vap,Alicia	
424306	09/23/02	AP00413649	09/23/02	92.83	RRA 00001883		0000540701	10/04/02		0000030747 Despiegelaere,Kathryn	
Total Account	424306			925.51	Ced Meeting Expenses Account				Account 424306	Payments: 925.51 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
424501	04/04/02	AP00382942	04/04/02	33.58	RRA 00001640		0000472137	04/17/02		0000118050 Vap,Alicia	
424501	04/08/02	AP00384755	04/08/02	5.00	RRA 00001657		0000476655	04/24/02		0000139116 Haller, Nona	
424501	04/30/02	AP00387356	04/30/02	38.16	RRA 00001680		0000484475	05/15/02		0000118050 Vap,Alicia	
424501	05/06/02	AP00387358	05/06/02	82.44	RRA 00001689		0000484432	05/15/02		0000030747 Despiegelaere,Kathryn	
424501	05/06/02	AP00387358	05/06/02	104.76	RRA 00001690		0000484432	05/15/02		0000030747 Despiegelaere,Kathryn	
424501	06/03/02	AP00394706	06/03/02	43.07	RRA 00001726		0000499324	06/24/02		0000118050 Vap,Alicia	
424501	07/01/02	AP00400404	07/01/02	42.34	RRA 00001773		0000512106	07/24/02		0000118050 Vap,Alicia	
424501	07/18/02	AP00401572	07/18/02	8.00	RRA 00001784		0000515542	07/31/02		0000020305 Lockridge,Grindal Nauen	
424501	08/05/02	AP00405414	08/05/02	16.43	RRA 00001813		0000522192	08/16/02		0000118050 Vap,Alicia	
424501	08/26/02	AP00410256	08/26/02	26.86	RRA 00001841		0000532342	09/13/02		0000030747 Despiegelaere,Kathryn	
424501	08/26/02	AP00410256	08/26/02	36.50	RRA 00001842		0000532342	09/13/02		0000030747 Despiegelaere,Kathryn	
424501	09/10/02	AP00411282	09/10/02	78.84	RRA 00001865		0000535898	09/23/02		0000118050 Vap,Alicia	
424501	09/23/02	AP00413649	09/23/02	35.04	RRA 00001884		0000540701	10/04/02		0000030747 Despiegelaere,Kathryn	
424501	09/23/02	AP00413649	09/23/02	72.89	RRA 00001885		0000540701	10/04/02		0000030747 Despiegelaere,Kathryn	
424501	09/30/02	AP00415552	09/30/02	10.00	RRA 00001892		0000546042	10/16/02		0000139116 Haller, Nona	
Total Account	424501			633.91	Mileage/Parking				Account 424501	Payments: 633.91 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
424507	04/01/02	AP00382274	04/01/02	7.25	RRA 00001623	0000000159	0000471017	04/12/02		0000007157 Roadrunner Transportation Inc	
424507	04/08/02	AP00382943	04/08/02	16.40	RRA 00001641	0000000164	0000472616	04/17/02		0000007157 Roadrunner Transportation Inc	



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Ramsey County ASPEN

DETAILED DISBURSEMENT BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department		Project/Grant		Program			
2002		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA				00000 All Programs			
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
424507	09/10/02	AP00411282	09/10/02	8.93	RRA 00001861	0000000217	0000536050	09/23/02		0000012288 Federal Express Corporation	
Total Account 424507				32.58	Messenger Service				Account	424507	Payments: 32.58 Journal Entries: 0.00 Undisbursed Expenses: 0.00
431101	04/08/02	AP00384755	04/08/02	83.70	RRA 00001642		0000476823	04/24/02		0000001770 St Paul,City Of	
431101	05/13/02	AP00392005	05/13/02	11.80	RRA 00001693		0000493835	06/07/02		0000001770 St Paul,City Of	
431101	05/16/02	AP00388317	05/16/02	442.97	RRA 00001702	0000000177			Closed Voucher	0000029260 Corporate Express	
431101	05/16/02	AP00388321	05/20/02	442.97	RRA 00001702	0000000177			Closed Voucher	0000029260 Corporate Express	
431101	05/21/02	AP00392009	05/21/02	119.99	RRA 00001708	0000000180	0000493719	06/07/02		0000029260 Corporate Express	
431101	05/28/02	AP00392011	05/28/02	111.60	RRA 00001723		0000493835	06/07/02		0000001770 St Paul,City Of	
431101	06/06/02	AP00394708	06/06/02	57.22	RRA 00001738	0000000189	0000499541	06/24/02		0000029260 Corporate Express	
431101	06/24/02	AP00398171	06/24/02	50.72	RRA 00001750	0000000192	0000506907	07/12/02		0000029260 Corporate Express	
431101	06/27/02	AP00398173	06/27/02	26.62	RRA 00001762		0000506745	07/12/02		0000027761 Longhenry,Kristine	
431101	06/27/02	AP00398173	06/27/02	83.70	RRA 00001769		0000506994	07/12/02		0000001770 St Paul,City Of	
431101	07/01/02	AP00400404	07/01/02	5.11	RRA 00001776	0000000198	0000512255	07/24/02		0000029260 Corporate Express	
431101	08/15/02	AP00406881	08/15/02	111.60	RRA 00001826		0000525845	08/26/02		0000001770 St Paul,City Of	
431101	08/20/02	AP00410255	08/20/02	112.81	RRA 00001829	0000000213	0000532498	09/13/02		0000029260 Corporate Express	
431101	08/26/02	AP00410256	08/26/02	83.70	RRA 00001844		0000532398	09/13/02		0000001770 St Paul,City Of	
431101	09/10/02	AP00411282	09/10/02	19.38	RRA 00001864	0000000219	0000536026	09/23/02		0000029260 Corporate Express	
Total Account 431101				877.95	Office Supplies				Account	431101	Payments: 877.95 Journal Entries: 0.00 Undisbursed Expenses: 0.00
431102	05/16/02	AP00388317	05/16/02	4.73	RRA 00001702	0000000177			Closed Voucher	0000029260 Corporate Express	
431102	05/16/02	AP00388321	05/20/02	4.73	RRA 00001702	0000000177			Closed Voucher	0000029260 Corporate Express	
431102	05/21/02	AP00392009	05/21/02	5.03	RRA 00001708	0000000180	0000493719	06/07/02		0000029260 Corporate Express	
431102	07/01/02	AP00400404	07/01/02	218.33	RRA 00001776	0000000198	0000512255	07/24/02		0000029260 Corporate Express	
431102	08/20/02	AP00410255	08/20/02	27.33	RRA 00001829	0000000213	0000532498	09/13/02		0000029260 Corporate Express	
431102	09/09/02	AP00411281	09/09/02	8.55	RRA 00001848		0000535898	09/23/02		0000118050 Vap,Alicia	

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department				Project/Grant		Program	
2002		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA						00000 All Programs	
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
Total Account 431102				259.24	Computer Operating Supplies				Account 431102	Payments: 259.24 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
432201	07/22/02	AP00401573	07/22/02	266.24	RRA 00001790		0000515146	07/31/02		0000030747 Despiegelaere,Kathryn	
Total Account 432201				266.24	Non Capitalized Equipment				Account 432201	Payments: 266.24 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
432202	05/07/02	AP00387776	05/07/02	227.91	ISCEO 00001514	00000001008	0000486052	05/17/02		0000125719 Software House International	
Total Account 432202				227.91	PC Software				Account 432202	Payments: 227.91 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Program 00000				179,209.05	All Programs				Program 00000	Payments: 177,245.02 Journal Entries: 520.00 Undisbursed Expenses: 1,444.03	
Total Project/Grant				179,209.05					Project	Payments: 177,245.02 Journal Entries: 520.00 Undisbursed Expenses: 1,444.03	
Total Organization 150101				179,209.05	Ramsey Co Reg Rail Auth-RCRRA				Organization 150101	Payments: 177,245.02 Journal Entries: 520.00 Undisbursed Expenses: 1,444.03	

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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department		Project/Grant		Program			
2002		12501 Ramsey Co Regional Rail Auth		150106 RCRRA Northeast Corridor Maint				00000 All Programs			
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421511	04/08/02	AP00384755	04/08/02	901.12	RRA 00001655		00005287	04/30/02		0000100162 Public Works	
421511	07/22/02	AP00403437	07/22/02	936.32	RRA 00001793		00005746	08/08/02		0000100162 Public Works	
421511	09/09/02	AP00411698	09/09/02	255.22	RRA 00001857		00005953	09/23/02		0000100162 Public Works	
Total Account 421511				2,092.66	Co Project Management Srvs				Account 421511	Payments:	2,092.66
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Program 00000				2,092.66	All Programs				Program 00000	Payments:	2,092.66
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Project/Grant				2,092.66					Project	Payments:	2,092.66
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Organization 150106				2,092.66	RCRRA Northeast Corridor Maint				Organization 150106	Payments:	2,092.66
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department				Project/Grant		Program		
2000		12501 Ramsey Co Regional Rail Auth		150180 RCRRA-Proj/Grant				G205002		00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID	
421208	06/03/02	AP00395108	06/03/02	471.52	RRA 00001728		00005498	06/25/02		0000100153 County Attorney		
Total Account 421208				471.52	County Attorney Services					Account 421208	Payments: 471.52 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421501	04/22/02	AP00386434	04/22/02	3,353.13	RRA 00001669	0000000047	0000481826	05/08/02		0000122598 Himle Horner Incorporated		
421501	04/29/02	AP00387355	04/29/02	165,846.44	RRA 00001675	0000000146	0000484600	05/15/02		0000002207 Brw Inc		
421501	05/02/02	AP00387357	05/02/02	3,801.39	RRA 00001684	0000000047	0000484674	05/15/02		0000122598 Himle Horner Incorporated		
421501	05/13/02	AP00392005	05/13/02	98,346.35	RRA 00001697	0000000146	0000493706	06/07/02		0000002207 Brw Inc		
421501	06/03/02	AP00394706	06/03/02	970.43	RRA 00001731	0000000047	0000499587	06/24/02		0000122598 Himle Horner Incorporated		
421501	06/10/02	AP00394709	06/10/02	8,394.60	RRA 00001743	0000000047	0000499587	06/24/02		0000122598 Himle Horner Incorporated		
421501	06/27/02	AP00398173	06/27/02	28,030.23	RRA 00001763	0000000146	0000506897	07/12/02		0000002207 Brw Inc		
421501	07/18/02	AP00401572	07/18/02	5,843.08	RRA 00001785	0000000047	0000515508	07/31/02		0000122598 Himle Horner Incorporated		
421501	08/13/02	AP00406880	08/13/02	2,474.50	RRA 00001820	0000000047	0000525803	08/26/02		0000122598 Himle Horner Incorporated		
421501	09/12/02	AP00411283	09/12/02	313.50	RRA 00001869	0000000047	0000536072	09/23/02		0000122598 Himle Horner Incorporated		
Total Account 421501				317,373.65	Consulting Services					Account 421501	Payments: 317,373.65 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421511	04/02/02	AP00381894	04/02/02	273.76	RRA 00001626		00005228	04/11/02		0000100162 Public Works		
421511	04/02/02	AP00381894	04/02/02	529.76	RRA 00001630		00005228	04/11/02		0000100162 Public Works		
421511	04/02/02	AP00381894	04/02/02	476.14	RRA 00001632		00005228	04/11/02		0000100162 Public Works		
421511	04/08/02	AP00384755	04/08/02	275.66	RRA 00001647		00005287	04/30/02		0000100162 Public Works		
421511	04/08/02	AP00384755	04/08/02	1,456.84	RRA 00001649		00005287	04/30/02		0000100162 Public Works		
421511	04/08/02	AP00384755	04/08/02	564.63	RRA 00001651		00005287	04/30/02		0000100162 Public Works		
421511	05/21/02	AP00392944	05/21/02	347.36	RRA 00001710		00005453	06/17/02		0000100162 Public Works		
421511	05/21/02	AP00392944	05/21/02	6,745.86	RRA 00001712		00005453	06/17/02		0000100162 Public Works		
421511	05/21/02	AP00392944	05/21/02	1,039.11	RRA 00001716		00005453	06/17/02		0000100162 Public Works		
421511	06/24/02	AP00398171	06/24/02	5,928.18	RRA 00001748		00005595	07/11/02		0000100162 Public Works		
421511	06/27/02	AP00398173	06/27/02	1,166.72	RRA 00001764		00005595	07/11/02		0000100162 Public Works		



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

Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421511	06/27/02	AP00398173	06/27/02	440.88	RRA 00001771		00005595	07/11/02		0000100162 Public Works	
421511	07/22/02	AP00403437	07/22/02	494.32	RRA 00001795		00005746	08/08/02		0000100162 Public Works	
421511	07/22/02	AP00403437	07/22/02	3,815.84	RRA 00001797		00005746	08/08/02		0000100162 Public Works	
421511	07/22/02	AP00403437	07/22/02	510.44	RRA 00001799		00005746	08/08/02		0000100162 Public Works	
421511	08/20/02	AP00410255	08/20/02	364.60	RRA 00001833		00005899	09/17/02		0000100162 Public Works	
421511	08/20/02	AP00410255	08/20/02	749.54	RRA 00001835		00005899	09/17/02		0000100162 Public Works	
421511	08/20/02	AP00410255	08/20/02	728.13	RRA 00001837		00005899	09/17/02		0000100162 Public Works	
421511	09/09/02	AP00411698	09/09/02	313.97	RRA 00001850		00005953	09/23/02		0000100162 Public Works	
421511	09/09/02	AP00411698	09/09/02	3,338.86	RRA 00001852		00005953	09/23/02		0000100162 Public Works	
421511	09/09/02	AP00411698	09/09/02	656.28	RRA 00001855		00005953	09/23/02		0000100162 Public Works	
421511	09/12/02	AP00411283	09/12/02	93,575.72	RRA 00001871	0000000214	0000536137	09/23/02		0000002054 Metropolitan Council	

Total Account 421511 123,792.60 Co Project Management Svcs

Account 421511 Payments: 123,792.60
Journal Entries: 0.00
Undisbursed Expenses: 0.00

421602	04/11/02	AP00384756	04/11/02	36.52	RRA 00001661	0000000167	0000476559	04/24/02		0000138915 Aden,Mohamed	
421602	04/11/02	AP00384756	04/11/02	29.00	RRA 00001662	0000000168	0000476804	04/24/02		0000138916 Schmieg,Barbara	

Total Account 421602 65.52 Advertising & Promotion

Account 421602 Payments: 65.52
Journal Entries: 0.00
Undisbursed Expenses: 0.00

421603	05/28/02	AP00392011	05/28/02	208.02	RRA 00001723		0000493835	06/07/02		0000001770 St Paul,City Of	
421603	06/06/02	AP00394708	06/06/02	514.15	RRA 00001741		0000499698	06/24/02		0000001770 St Paul,City Of	
421603	07/23/02	AP00401574	07/23/02	78.20	RRA 00001805		0000515648	07/31/02		0000001770 St Paul,City Of	
421603	08/06/02	AP00405415	08/06/02	425.25	RRA 00001815	0000000208	0000522367	08/16/02		0000142344 Ck Creative	
421603	08/15/02	AP00406881	08/15/02	580.93	RRA 00001826		0000525845	08/26/02		0000001770 St Paul,City Of	
421603	08/26/02	AP00410256	08/26/02	378.00	RRA 00001844		0000532398	09/13/02		0000001770 St Paul,City Of	
421603	09/30/02	AP00415552	09/30/02	1,061.59	RRA 00001890		0000546116	10/16/02		0000001770 St Paul,City Of	

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund	Department				Project/Grant		Program			
2000		12501	Ramsey Co Regional Rail Auth				150180 RCRRA-Proj/Grant		G205002		00000	All Programs
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID	
Total Account 421603				3,246.14	Printing & Stationery					Account 421603	Payments: 3,246.14 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421701	04/29/02	AP00389544	04/29/02	193.84	RRA 00001676		00005404	05/24/02		0000100163 Comm Human Serv-Presort Mail		
421701	05/20/02	AP00392943	05/20/02	220.98	RRA 00001704		00005445	06/17/02		0000100163 Comm Human Serv-Presort Mail		
421701	06/06/02	AP00395110	06/06/02	204.87	RRA 00001739		00005496	06/25/02		0000100163 Comm Human Serv-Presort Mail		
421701	07/22/02	AP00403437	07/22/02	144.27	RRA 00001803		00005730	08/08/02		0000100163 Comm Human Serv-Presort Mail		
421701	08/15/02	AP00407692	08/15/02	159.53	RRA 00001827		00005832	08/30/02		0000100163 Comm Human Serv-Presort Mail		
421701	09/12/02	AP00411700	09/12/02	328.46	RRA 00001867		00005946	09/23/02		0000100163 Comm Human Serv-Presort Mail		
Total Account 421701				1,251.95	Postage					Account 421701	Payments: 1,251.95 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
422403	04/15/02	AP00384757	04/15/02	130.00	RRA 00001663		0000476827	04/24/02		0000100608 Standard Parking Inc		
422403	05/13/02	AP00392005	05/13/02	130.00	RRA 00001694		0000493837	06/07/02		0000100608 Standard Parking Inc		
422403	06/25/02	AP00398172	06/25/02	130.00	RRA 00001755		0000506995	07/12/02		0000100608 Standard Parking Inc		
422403	07/18/02	AP00401572	07/18/02	130.00	RRA 00001787		0000515657	07/31/02		0000100608 Standard Parking Inc		
422403	08/15/02	AP00406881	08/15/02	130.00	RRA 00001823		0000525846	08/26/02		0000100608 Standard Parking Inc		
422403	09/16/02	AP00411284	09/16/02	130.00	RRA 00001873		0000536200	09/23/02		0000100608 Standard Parking Inc		
Total Account 422403				780.00	Parking Space					Account 422403	Payments: 780.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
424306	09/30/02	0000413892	09/30/02	77.89	To move an expenditure that was charged to BY2002 but should have been BY2000. Prepared by Vern W.							
424306	04/01/02	AP00382274	04/01/02	200.00	RRA 00001622		0000471076	04/12/02		0000100546 Universal Languages Provid Ltd		
424306	04/08/02	AP00384755	04/08/02	39.97	RRA 00001656		0000476442	04/24/02		0000030747 Despiegelaere,Kathryn		
424306	04/22/02	AP00386434	04/22/02	69.12	RRA 00001671		0000481901	05/08/02		0000138062 Model Cities Big Apple Bagels		
424306	05/02/02	AP00387357	05/02/02	18.98	RRA 00001685		0000484674	05/15/02		0000122598 Himle Horner Incorporated		
424306	05/06/02	AP00387358	05/06/02	42.38	RRA 00001691		0000484432	05/15/02		0000030747 Despiegelaere,Kathryn		
424306	05/20/02	AP00392008	05/20/02	66.71	RRA 00001705		0000493766	06/07/02		0000135635 Keys Cafe & Bakery		



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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

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

Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
424306	06/03/02	AP00394706	06/03/02	112.50	RRA 00001729		0000499645	06/24/02		0000018844 Model Cities Of St Paul Inc.	
424306	06/03/02	AP00394706	06/03/02	305.73	RRA 00001730		0000499643	06/24/02		0000138062 Model Cities Big Apple Bagels	
424306	06/24/02	AP00398171	06/24/02	79.49	RRA 00001747		0000506946	07/12/02		0000135635 Keys Cafe & Bakery	
424306	06/25/02	AP00398172	06/25/02	39.30	RRA 00001753		0000506743	07/12/02		0000030747 Despiegelaere,Kathryn	
424306	07/22/02	AP00401573	07/22/02	35.75	RRA 00001789		0000515146	07/31/02		0000030747 Despiegelaere,Kathryn	
424306	09/10/02	AP00411282	09/10/02	40.04	RRA 00001866		0000536148	09/23/02		0000138062 Model Cities Big Apple Bagels	
Total Account 424306				1,127.86	Ced Meeting Expenses Account					Account 424306	Payments: 1,049.97 Journal Entries: 77.89 Undisbursed Expenses: 0.00

424501	04/30/02	AP00387356	04/30/02	8.90	RRA 00001679		0000484446	05/15/02		0000027761 Longhenry,Kristine	
424501	06/25/02	AP00398172	06/25/02	24.82	RRA 00001760		0000506745	07/12/02		0000027761 Longhenry,Kristine	
424501	06/27/02	AP00398173	06/27/02	33.28	RRA 00001761		0000506745	07/12/02		0000027761 Longhenry,Kristine	
424501	07/08/02	AP00400405	07/08/02	13.02	RRA 00001781		0000512305	07/24/02		0000139116 Haller, Nona	
424501	08/13/02	AP00406880	08/13/02	5.92	RRA 00001821		0000525726	08/26/02		0000027761 Longhenry,Kristine	
424501	09/24/02	AP00413650	09/24/02	11.19	RRA 00001888		0000540709	10/04/02		0000027761 Longhenry,Kristine	
Total Account 424501				97.13	Mileage/Parking					Account 424501	Payments: 97.13 Journal Entries: 0.00 Undisbursed Expenses: 0.00

424507	05/28/02	0000389878	05/28/02	1.42	To move an expenditure that was charged to BY2002 but should have been BY2000. Prepared by Vern W.						
424507	04/04/02	AP00382942	04/04/02	50.58	RRA 00001639	0000000163	0000472417	04/17/02		0000012288 Federal Express Corporation	
424507	05/06/02	AP00387358	05/06/02	13.70	RRA 00001688	0000000174	0000484789	05/15/02		0000007157 Roadrunner Transportation Inc	
424507	05/16/02	AP00392007	05/16/02	17.65	RRA 00001701	0000000176	0000493820	06/07/02		0000007157 Roadrunner Transportation Inc	
424507	05/20/02	AP00392008	05/20/02	35.30	RRA 00001706	0000000179	0000493820	06/07/02		0000007157 Roadrunner Transportation Inc	
424507	05/28/02	AP00392011	05/28/02	27.15	RRA 00001721	0000000182	0000493820	06/07/02		0000007157 Roadrunner Transportation Inc	
424507	06/03/02	AP00394706	06/03/02	14.30	RRA 00001724	0000000183	0000499680	06/24/02		0000007157 Roadrunner Transportation Inc	
424507	06/03/02	AP00394706	06/03/02	16.40	RRA 00001732	0000000185	0000499564	06/24/02		0000012288 Federal Express Corporation	
424507	06/10/02	AP00394709	06/10/02	52.55	RRA 00001742	0000000190	0000499680	06/24/02		0000007157 Roadrunner Transportation Inc	
424507	07/01/02	AP00400404	07/01/02	29.90	RRA 00001775	0000000197	0000512417	07/24/02		0000007157 Roadrunner Transportation Inc	



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

Run Date Oct 18,2002
Run Time 8:40:50 AM

Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department		Project/Grant		Program			
2000		12501 Ramsey Co Regional Rail Auth		150180 RCRRA-Proj/Grant		G205002		00000 All Programs			
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
424507	07/22/02	AP00401573	07/22/02	11.55	RRA 00001804	0000000203	0000515470	07/31/02		0000141766 Dynamex	
424507	08/05/02	AP00405414	08/05/02	77.35	RRA 00001806	0000000204	0000522406	08/16/02		0000141766 Dynamex	
424507	08/06/02	AP00405415	08/06/02	237.66	RRA 00001814	0000000207	0000522429	08/16/02		0000012288 Federal Express Corporation	
Total Account 424507				585.51	Messenger Service				Account 424507	Payments: 584.09 Journal Entries: 1.42 Undisbursed Expenses: 0.00	
Total Program 00000				448,791.88	All Programs				Program 00000	Payments: 448,712.57 Journal Entries: 79.31 Undisbursed Expenses: 0.00	
Total Project/Grant G205002				448,791.88	G205002				Project G205002	Payments: 448,712.57 Journal Entries: 79.31 Undisbursed Expenses: 0.00	
Total Organization 150180				448,791.88	RCRRA-Proj/Grant				Organization 150180	Payments: 448,712.57 Journal Entries: 79.31 Undisbursed Expenses: 0.00	
Total Fund 12501				448,791.88	Ramsey Co Regional Rail Auth				Fund 12501	Payments: 448,712.57 Journal Entries: 79.31 Undisbursed Expenses: 0.00	
Total Budget Period 2000				448,791.88					Budget Period 2000	Payments: 448,712.57 Journal Entries: 79.31 Undisbursed Expenses: 0.00	



Report ID: RAP006

Ramsay County ASPEN

DETAILED DISBURSEMENT BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

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Run Date Oct 18, 2002
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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period	Fund	Department				Project/Grant	Program						
2002	12501	Ramsey Co Regional Rail Auth				150180	RCRRA-Proj/Grant		G205002	00000	All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID		
424306	09/30/02	0000413892	09/30/02	-77.89	To move an expenditure that was charged to BY2002 but should have been BY2000. Prepared by Vern W.								
424306	09/19/02	AP00413155	09/19/02	77.89	RRA 00001878		0000539375	10/02/02		0000135635	Keys Cafe & Bakery		
Total Account	424306			0.00	Ced Meeting Expenses Account				Account	424306	Payments:	77.89	
											Journal Entries:	-77.89	
											Undisbursed Expenses:	0.00	
424507	05/28/02	0000389878	05/28/02	-1.42	To move an expenditure that was charged to BY2002 but should have been BY2000. Prepared by Vern W.								
Total Account	424507			-1.42	Messenger Service				Account	424507	Payments:	0.00	
											Journal Entries:	-1.42	
											Undisbursed Expenses:	0.00	
Total Program	00000			-1.42	All Programs				Program	00000	Payments:	77.89	
											Journal Entries:	-79.31	
											Undisbursed Expenses:	0.00	
Total Project/Grant	G205002			-1.42	G205002				Project	G205002	Payments:	77.89	
											Journal Entries:	-79.31	
											Undisbursed Expenses:	0.00	



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

Run Date Oct 18, 2002
Run Time 8:40:50 AM

Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department			Project/Grant		Program		
2002		12501 Ramsey Co Regional Rail Auth		150180 RCRRA-Proj/Grant			G205004		00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
491306	08/12/02	AP00410254	08/12/02	59,261.72	RRA 00001817	0000000156	0000532577	09/13/02		0000023268 Metro Transit	
Total Account 491306				59,261.72	Other Governmental Units				Account	491306	Payments: 59,261.72 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program 00000				59,261.72	All Programs				Program	00000	Payments: 59,261.72 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant G205004				59,261.72	G205004				Project	G205004	Payments: 59,261.72 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization 150180				59,260.30	RCRRA-Proj/Grant				Organization	150180	Payments: 59,339.61 Journal Entries: -79.31 Undisbursed Expenses: 0.00
Total Fund 12501				240,562.01	Ramsey Co Regional Rail Auth				Fund	12501	Payments: 238,677.29 Journal Entries: 440.69 Undisbursed Expenses: 1,444.03
Total Budget Period 2002				240,562.01					Budget Period	2002	Payments: 238,677.29 Journal Entries: 440.69 Undisbursed Expenses: 1,444.03



Report ID: RAP006

Ramsey County ASPEN

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

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Report Parameters: Budget Period: % Fund: 12501 Department: % Project: % Program: % Account: %

Budget Period		Fund		Department				Project/Grant		Program		
2001		12501 Ramsey Co Regional Rail Auth		150180 RCRRA-Proj/Grant				P121002		00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name		REDR Client ID
421501	04/08/02	AP00384755	04/08/02	4,721.06	RRA 00001644	0000000129	0000476445	04/24/02		0000030753	Hennepin Co Regional Railroad	
421501	05/14/02	AP00392006	05/14/02	1,171.59	RRA 00001699	0000000129	0000493400	06/07/02		0000030753	Hennepin Co Regional Railroad	
Total Account 421501				5,892.65	Consulting Services					Account 421501	Payments: Journal Entries: Undisbursed Expenses:	5,892.65 0.00 0.00
421511	04/02/02	AP00381894	04/02/02	650.18	RRA 00001627		00005228	04/11/02		0000100162	Public Works	
421511	04/08/02	AP00384755	04/08/02	1,112.15	RRA 00001653		00005287	04/30/02		0000100162	Public Works	
421511	04/08/02	AP00384755	04/08/02	97.86	RRA 00001654		00005287	04/30/02		0000100162	Public Works	
421511	05/21/02	AP00392944	05/21/02	1,695.39	RRA 00001713		00005453	06/17/02		0000100162	Public Works	
421511	06/27/02	AP00398173	06/27/02	1,494.86	RRA 00001765		00005595	07/11/02		0000100162	Public Works	
Total Account 421511				5,050.44	Co Project Management Svcs					Account 421511	Payments: Journal Entries: Undisbursed Expenses:	5,050.44 0.00 0.00
421603	06/27/02	AP00398173	06/27/02	427.00	RRA 00001769		0000506994	07/12/02		0000001770	St Paul,City Of	
Total Account 421603				427.00	Printing & Stationery					Account 421603	Payments: Journal Entries: Undisbursed Expenses:	427.00 0.00 0.00
424306	05/02/02	AP00387357	05/02/02	15.15	RRA 00001686		0000484475	05/15/02		0000118050	Vap,Alicia	
424306	05/23/02	AP00392010	05/23/02	21.87	RRA 00001717		0000493440	06/07/02		0000118050	Vap,Alicia	
Total Account 424306				37.02	Ced Meeting Expenses Account					Account 424306	Payments: Journal Entries: Undisbursed Expenses:	37.02 0.00 0.00
Total Program 00000				11,407.11	All Programs					Program 00000	Payments: Journal Entries: Undisbursed Expenses:	11,407.11 0.00 0.00
Total Project/Grant P121002				11,407.11	P121002					Project P121002	Payments: Journal Entries: Undisbursed Expenses:	11,407.11 0.00 0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 4/1/02 through 9/30/02

Run Date Oct 18, 2002
Run Time 8:40:50 AM

Report Parameters: Budget Period: Fund: Department: Project: Program: Account:

Total Organization	150180	11,407.11	RCRRA-Proj/Grant
Total Fund	12501	11,407.11	Ramsey Co Regional Rail Auth
Total Budget Period	2001	11,407.11	
Grand Total, full report		700,761.00	

Organization	150180	Payments:	11,407.11
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Fund	12501	Payments:	11,407.11
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Budget Period	2001	Payments:	11,407.11
		Journal Entries:	0.00
		Undisbursed Expenses:	0.00
Grand Totals		Payments:	698,796.97
		Journal Entries:	520.00
		Undisbursed Expenses:	1,444.03

End of Report



Report ID: RMGL100

Ramsey County AN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodPage Number: 1
Run Date: 04.Oct.2002
Run Time: 1:46:28 PMBusiness Unit: RC
Budget Period: BY2002Fund: 12501
To Fiscal Year: 2002Ramsey Co Regional Rail Auth
To Accounting Period: 9

% of Fiscal Year Elapsed: 75.00

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	485,295.00	0.00	43,840.82	288,335.42	59.41	153,118.76
150101	All Programs	Supplies 00000 430000	4,050.00	0.00	166.14	2,685.26	66.30	1,198.60
150101	All Programs	Capital Outlay 00000 440000	12,700.00	0.00	0.00	338.80	2.67	12,361.20
150101	All Programs	Contingent 00000 470000	150,099.00	0.00	0.00	0.00	0.00	150,099.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			652,144.00	0.00	44,006.96	291,359.48	44.68	316,777.56
150106	All Programs	Other Services & Charges 00000 420000	31,956.00	0.00	0.00	2,102.66	6.58	29,853.34
Total for Organization: 150106 RCRRA Northeast Corridor Maint			31,956.00	0.00	0.00	2,102.66	6.58	29,853.34
150180	All Programs	Other Services & Charges 00000 420000	1,400.00	0.00	0.00	77.89	5.56	1,322.11
150180	All Programs	Intergovernmental Payments 00000 490000	1,875,000.00	0.00	1,714,046.23	160,953.77	8.58	0.00



Ramsey County RCRRA
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

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Run Time 1:46:28 PM

Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth
Budget Period: BY2002 To Fiscal Year: 2002 To Accounting Period: 9

% of Fiscal Year Elapsed: 75.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150180			1,876,400.00	0.00	1,714,046.23	161,031.66	8.58	1,322.11
RCRRA-Proj/Grant								
Total for Fund: 12501			2,560,500.00	0.00	1,758,053.19	454,493.80	17.75	347,953.01

Ramsey County ASSEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY2001Fund: 12501
To Fiscal Year: 2002Ramsey Co Regional Rail Auth
To Accounting Period: 9

% of Fiscal Year Elapsed: 75.00

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	302,162.15	0.00	0.00	302,162.15	100.00	0.00
150101	All Programs 00000	Supplies 430000	2,251.69	0.00	0.00	2,251.69	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	8,496.17	0.00	0.00	8,496.17	100.00	0.00
Total for Organization: 150101			312,910.01	0.00	0.00	312,910.01	100.00	0.00
Ramsey Co Reg Rail Auth-RCRRA								
150106	All Programs 00000	Other Services & Charges 420000	2,131.95	0.00	0.00	2,131.95	100.00	0.00
Total for Organization: 150106			2,131.95	0.00	0.00	2,131.95	100.00	0.00
RCRRA Northeast Corridor Maint								
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			70,000.00	0.00	0.00	70,000.00	100.00	0.00
Red Rock Corridor								
150180	All Programs 00000	Other Services & Charges 420000	118,497.33	0.00	9,791.44	61,387.29	51.80	47,318.60



Ramsey County ASPE
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

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Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth
Budget Period: BY2001 To Fiscal Year: 2002 To Accounting Period: 9 % of Fiscal Year Elapsed: 75.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150180	All Programs	Supplies						
	00000	430000	13,253.75	0.00	0.00	0.00	0.00	13,253.75
150180	All Programs	Capital Outlay						
	00000	440000	2,000,000.00	0.00	0.00	0.00	0.00	2,000,000.00
Total for Organization: 150180			2,131,751.08	0.00	9,791.44	61,387.29	2.88	2,060,572.35
RCRRA-Proj/Grant								
Total for Fund: 12501			2,516,793.04	0.00	9,791.44	446,429.25	17.74	2,060,572.35



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Ramsey County Ass'n
APPROPRIATION STATUS
 By Fiscal Year & Accounting Period

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Business Unit: RC
 Budget Period: BY2000

Fund: 12501
 To Fiscal Year: 2002

Ramsey Co Regional Rail Auth
 To Accounting Period: 9

% of Fiscal Year Elapsed: 75.00

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	288,963.37	0.00	0.00	288,963.37	100.00	0.00
150101	All Programs	Supplies 00000 430000	1,968.67	0.00	0.00	1,968.67	100.00	0.00
150101	All Programs	Capital Outlay 00000 440000	16,946.70	0.00	0.00	16,946.70	100.00	0.00
Total for Organization: 150101			307,878.74	0.00	0.00	307,878.74	100.00	0.00
Ramsey Co Reg Rail Auth-RCRRA								
150106	All Programs	Other Services & Charges 00000 420000	6,503.48	0.00	0.00	6,503.48	100.00	0.00
Total for Organization: 150106			6,503.48	0.00	0.00	6,503.48	100.00	0.00
RCRRA Northeast Corridor Maint								
150111	All Programs	Other Services & Charges 00000 420000	22,000.00	0.00	0.00	22,000.00	100.00	0.00
Total for Organization: 150111			22,000.00	0.00	0.00	22,000.00	100.00	0.00
Red Rock Corridor								
150180	All Programs	Other Services & Charges 00000 420000	3,715,280.60	0.00	287,651.91	3,403,047.82	91.60	24,580.87



Ramsey County RPT-EN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

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Business Unit: RC
Budget Period: BY2000

Fund: 12501
To Fiscal Year: 2002

Ramsey Co Regional Rail Auth
To Accounting Period: 9

% of Fiscal Year Elapsed: 75.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150180			3,715,280.60	0.00	287,651.91	3,403,047.82	91.60	24,580.87
RCRRA-Proj/Grant								
Total for Fund: 12501			4,051,662.82	0.00	287,651.91	3,739,430.04	92.29	24,580.87

Ramsey County ASSEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY1999Fund: 12501
To Fiscal Year: 2002Ramsey Co Regional Rail Auth
To Accounting Period: 9

% of Fiscal Year Elapsed: 75.00

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			335,748.30	0.00	0.00	335,748.30	100.00	0.00
Ramsey Co Reg Rail Auth-RCRRA								
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			12,019.89	0.00	0.00	12,019.89	100.00	0.00
RCRRA Northeast Corridor Maint								
Total for Fund: 12501			347,768.19	0.00	0.00	347,768.19	100.00	0.00



Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

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Business Unit: RC
Budget Period: BY1998

Fund: 12501
To Fiscal Year: 2002

Ramsey Co Regional Rail Auth
To Accounting Period: 9

% of Fiscal Year Elapsed: 75.00

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	57,656.90	0.00	0.00	57,656.90	100.00	0.00
150101	All Programs	Supplies						
	00000	430000	64.80	0.00	0.00	64.80	100.00	0.00
150101	All Programs	Capital Outlay						
	00000	440000	798.75	0.00	0.00	798.75	100.00	0.00
150101	All Programs	Intergovernmental Payments						
	00000	490000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150101			58,520.45	0.00	0.00	58,520.45	100.00	0.00
Ramsey Co Reg Rail Auth-RCRRA								
150103	All Programs	Other Services & Charges						
	00000	420000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150103			0.00	0.00	0.00	0.00	0.00	0.00
RCRRA Phase II PE Midway Corr								
150106	All Programs	Other Services & Charges						
	00000	420000	2,495.40	0.00	0.00	2,495.40	100.00	0.00
150106	All Programs	Supplies						
	00000	430000	150.00	0.00	0.00	150.00	100.00	0.00

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Ramsey County ASST
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY1998Fund: 12501
To Fiscal Year: 2002Ramsey Co Regional Rail Auth
To Accounting Period: 9

% of Fiscal Year Elapsed: 75.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150106			2,645.40	0.00	0.00	2,645.40	100.00	0.00
RCRRA Northeast Corridor Maint								
150107	All Programs	Other Services & Charges 00000 420000	81.90	0.00	0.00	81.90	100.00	0.00
150107	All Programs	Supplies 00000 430000	0.00	0.00	0.00	0.00	0.00	0.00
150107	All Programs	Capital Outlay 00000 440000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150107			81.90	0.00	0.00	81.90	100.00	0.00
RCRRA NE Corr Beam To N Co Ln								
150109	All Programs	Other Services & Charges 00000 420000	32,500.00	0.00	0.00	32,500.00	100.00	0.00
Total for Organization: 150109			32,500.00	0.00	0.00	32,500.00	100.00	0.00
Phalen Berm Agreement								
150110	All Programs	Other Services & Charges 00000 420000	1,432,317.92	0.00	0.00	1,352,729.01	94.44	79,588.91
Total for Organization: 150110			1,432,317.92	0.00	0.00	1,352,729.01	94.44	79,588.91
Riverview MIS								

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Page NO. 3
Run Date 04.Oct.2002
Run Time 1:47:35 PM

Business Unit: RC
Budget Period: BY1998

Fund: 12501
To Fiscal Year: 2002

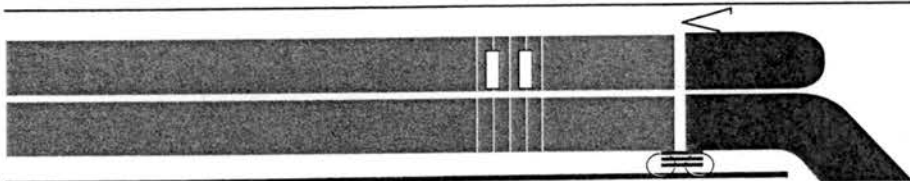
Ramsey Co Regional Rail Auth
To Accounting Period: 9

% of Fiscal Year Elapsed: 75.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150180	All Programs	Other Services & Charges						
	00000	420000	0.00	0.00	0.00	0.00	0.00	0.00
150180	All Programs	Supplies						
	00000	430000	0.00	0.00	0.00	0.00	0.00	0.00
150180	All Programs	Capital Outlay						
	00000	440000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150180			0.00	0.00	0.00	0.00	0.00	0.00
RCRRA-Proj/Grant								
Total for Fund: 12501			1,526,065.67	0.00	0.00	1,446,476.76	94.78	79,588.91

33

Nov 19 WKS



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 Worksession

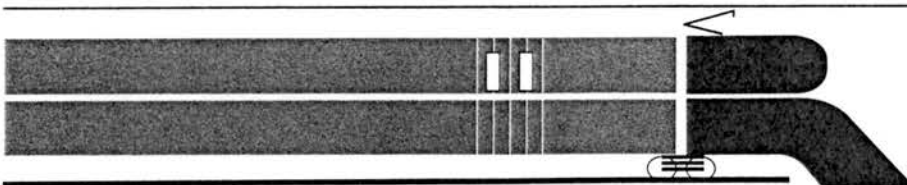
November 19, 2002

10:00 a.m.

Third Floor Council Chambers, Courthouse

1. Proposed bonding for Ramsey County Regional Railroad Authority

* Action is requested



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 *KD*

SUBJECT: Debt Issuance for Ramsey County Regional Railroad Authority

DATE: October 29, 2002

On September 10, 2002, by Resolution R02-30, Ramsey County Regional Railroad Authority (RCRRA) established its proposed net tax levy for 2003 in the amount of \$9,400,000. A work session was requested by the RCRRA members on the proposed levy.

Information for your discussion is attached:

1. Response by David MacMillan, Assistant County Attorney, to questions asked at an August worksession.
2. Information provided to the St. Paul Area Chamber of Commerce on project status and why the levy is being proposed now.
3. Conceptual estimate of needs for project funding by year.
4. Information from the September 10, 2002 RCRRA meeting on the levy and RCRRA's 2003 budget.

The RCRRA will vote on it's budget and levy on December 17, 2002.

OFFICE OF THE RAMSEY COUNTY ATTORNEY

Susan Gaertner, County Attorney

50 West Kellogg Boulevard, Suite 560 • St. Paul, Minnesota 55102-1556

Telephone (651) 266-3111 • Fax (651) 266-3032

Civil Division



MEMORANDUM

TO: Ramsey County Regional Railroad Authority

FROM: David MacMillan
Assistant Ramsey County Attorney

DATE: October 22, 2002

SUBJECT: Bond Questions

BACKGROUND

At your August 20, 2002 work session to consider whether to issue Regional Railroad Authority bonds for current and future development needs of the RCRRA you identified a number of questions regarding state authority to direct or control bond proceeds, use of proceeds, and internal procedures to control the future use of proceeds.

Specifically, your questions were as follows:

- (1) May the State of Minnesota legislatively expropriate RCRRA bond proceeds?
- (2) Can the RCRRA be abolished and, if so, what are the consequences to bond funds and obligations?
- (3) Can the legislature reassign or transfer RCRRA debt service on bonds issued by the RCRRA to the County?
- (4) May bond proceeds be used for operating costs or non-transit projects?
- (5) May the RCRRA require a super majority vote on specific projects to be funded by the bond proceed?

DISCUSSION

Regional Railroad Authorities (RRA's), including the Ramsey County Regional Railroad Authority (RCRRA), are authorized by the legislature and when established pursuant to statute are deemed to be local governmental units and political subdivision of the State of Minnesota. As political subdivisions of the State and a local governmental unit, RRA's have essentially the same legal status and are subject to the same statutory and common law powers and restrictions on powers as are granted to counties, cities, towns, and other special purpose political subdivisions such as the Metropolitan Airports Commission or the Metropolitan Sports Facility Commission. It is necessary to keep clearly in focus that an RRA is NOT a department or unit of the local government unit or units which established it.

As a local governmental unit there are a number of underlying common law principles which govern the powers of an RRA and its relationship to the legislature to the same extent as cities, counties, towns, and other political subdivisions.

The most important of these principles are that the power of the legislature over a political subdivision is unlimited except as to constitutional restrictions, State, ex rel Erickson, et al v. Gram, et al., 210 N.W. 616, and political subdivisions have no inherent powers and have only such powers as are expressly conferred by statute or implied as necessary in aid of those powers expressly conferred. Country Joe, Inc. v. City of Egan, 560 N.W.2d 681.

In the light of these controlling principles, your questions are answered as follows:

- (1) **May the State of Minnesota legislatively expropriate RCRRA bond proceeds?**

The principle that the power of the legislature with respect to local governmental units is unlimited is reflected in the rule that legislature may, at any time, modify or withdraw any powers granted to a local governmental unit, and may in fact abolish such units. Thomas v. HRA of Duluth, 48 N.W.2d 175. The power of the legislature over a local government unit's property is complete, and the legislature can take control of such property and turn it over to other governmental units or retain the property for itself. Town of Bridgie v. Koochiching County, 35 N.W.2d 537. In short, the legislature may appropriate any funds of the RRA, including bond proceeds, at any time.

The consequences of such appropriation depend entirely on what the legislature prescribes. The legislature could, if it wanted, appropriate the funds and either require the RRA, or some other political subdivision, to repay the indebtedness, or could transfer the obligation to repay the indebtedness to whatever entity acquires the proceeds, including itself. Such action, however, would have to be explicitly stated in the legislation, and there is no rule of law which would automatically transfer responsibility for payment of the indebtedness to another entity, such as the County.

(2) Can the RCRRA be abolished and, if so, what are the consequences to bond funds and obligations?

There is no question that the legislature may abolish the RCRRA or other regional railroad authorities in its discretion. If it does so, it may transfer any property and assets to another governmental entity, without compensation to the RCRRA. Town of Bridgie.

As previously stated, the legislature may also appropriate to itself or transfer to another governmental entity any property of an RRA. If the RRA is not abolished it would still be liable, under its bond indenture, to pay for any bonds outstanding. As to the responsibility for paying

off the bonds if the RRA is abolished, any legislation enacted which would do this must also make provision for paying off any bonded indebtedness. That debt could be transferred to whichever entity obtained the bond proceeds, or another entity, but provision to repay bondholders must be made.

(3) Can the legislature reassign or transfer RCRRA debt service on bonds issued by the RCRRA to the County?

The legislature has nearly unlimited legal power to transfer property or debt or both from one political subdivision to another, or to itself. It could transfer the debt service obligation to the County.

(4) May bond proceeds be used for operating costs or non-transit projects?

As has been previously stated, an RRA has only such authority as is explicitly granted by statute. In this case, the legislature, in M.S. 398A.07, has granted Rail Authorities power to issue bonds "...as it deems necessary to fulfill its purposes and carry out any of its powers..." The purposes of an RRA are outlined in M.S. 398.A02, which provides that RRA's may be established "...for the preservation and improvement of local rail service...and provide for the preservation of abandoned rail right of way for future transportation uses..." Under the general rules of law regarding local governmental unit's powers, this is the power explicitly granted by the legislature, and, in addition, RRA's have powers reasonably necessary to implement these explicitly granted powers.

Thus, so long as there is a nexus between RRA expenditures and rail service or rail transportation, an RRA may sell bonds and use the proceeds. If there is no such nexus, an RRA may not sell bonds or use their proceeds.

Whether or not a particular project has a close enough nexus or benefit to rail transit is a fact question which cannot be answered at this time. Clearly, however, the acquisition of an abandoned rail line would be within an RRA's authority, and thus could be bonded for, while the acquisition of property for the purpose of constructing a football stadium would not be within an RRA's authority, and an RRA could not issue bonds or expend money to do so. The use of bond proceeds for non-rail transit projects by an RRA is not permitted.

As to use of bond proceeds for operating costs, M.S. 398A.07 does contain an explicit limitation that bond proceeds may be used "...to provide funds for operating expenses in anticipation of revenues of the current year..." Arguably, this provision limits the use of bond proceeds to only one year's operating costs, and would preclude the use of bond proceeds for operating costs in more than one year.

(5) May the RCRRA require a super majority vote on specific projects to be funded by the bond proceeds?

RRA voting requirements are spelled out in M.S. 398A.03, subd. 6. This section provides that if a majority of the Commissioners are present and voting at a meeting, a majority of those present may act and bind the board. Thus, in the RCRRA case, if four commissioners are present, a vote of three commissioners is binding and valid.

The statute, however, also provides that an RRA may adopt larger majority requirements in its by-laws. The answer to your question, then, is that you may require a super majority for any project, provided you adopt by-laws requiring a super majority.

It should also be noted, however, that future RRA could change the by-laws at any time and repeal the super majority requirement.

SUMMARY

Regional Railroad Authorities, as political subdivisions of the State, stand on the same footing as other political subdivisions, such as cities and counties, with respect to the legislature and the State. As such, the legal authority of the State is paramount and only constrained by the Constitution.

What is the status of each of the five proposed projects requiring local contributions?

Central:

Alternatives Analysis/Draft Environmental Impact Statement being completed this fall.

Next steps: preliminary engineering, final design, construction.

Red Rock:

Feasibility study completed; Alternatives Analysis/Draft Environmental Impact Statement to begin in 2003

Rush Line:

Feasibility study completed; short term improvements now

Northeast Diagonal:

Land use study completed; negotiations with Burlington Northern occurring now; transit oriented development occurring now.

St. Paul Multimodal transit hub:

LOCATE to make recommendations on site to Ramsey County Regional Railroad Authority in early 2003. This would benefit high-speed rail, commuter rail, Amtrak and other modes as well.

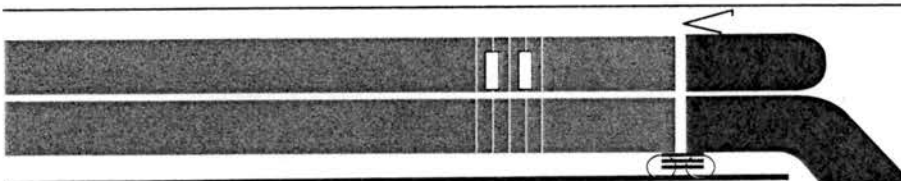
Why are we proposing this levy now?

1. To demonstrate the need and importance of transit to Ramsey County residents and taxpayers and position Ramsey County to have major transit projects that benefit our citizens and businesses. Metro East is falling behind. We need to ensure that the next major transit investment is in St. Paul
2. To demonstrate the Metro East commitment to transit to Congress and the state.
3. Interest rates make this time favorable for issuing bonds.
4. A transit commitment on the part of the regional railroad authority can leverage federal and state funds 10 times the local commitment.
5. The federal transportation six-year bill is being written now.

\$ Needs by Year in Millions Conceptual Estimate

2003	\$8	Rush Line = \$1; Hub = \$7
2004	\$12	Rush Line = \$1; Red Rock = \$2; NE Diagonal = \$1; Hub = \$8
2005	\$57	Hub = \$25; Red Rock = \$2; Rush Line = \$10; Central = \$20
2006	\$31	Rush Line = \$2; Hub = \$10; Red Rock = \$4; Central = \$15
2007	\$27	Central = \$20; Red Rock = \$7
2008	\$5	Central = \$5

Multimodal Hub	= \$50
Central	= \$60
Rush Line	= \$14
Red Rock	= \$15
Northeast Diagonal	= \$ 1
	<u>\$140 total</u>



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: 2003 Budget --- Proposed Tax Levy for Truth in Taxation Notice

Date: September 5, 2002

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, 2002.

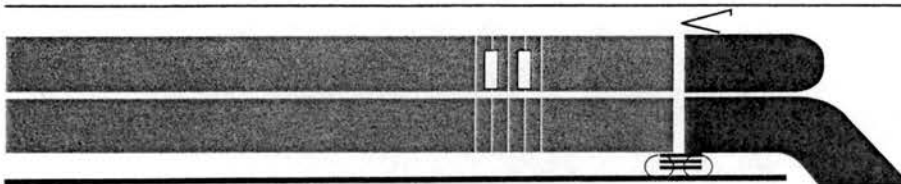
An important provision of the Truth in Taxation law is that the approved net tax levy for the 2003 cannot be more than the proposed net tax levy certified by the Ramsey County Regional Railroad Authority (RCRRA) by September 15, 2002. The 2003 budget is to be adopted by the Railroad Authority in December, 2002. The budget will be presented to the Railroad Authority in December for approval. Action on a proposed levy, however, is required at this time.

A tax levy of \$9,400,000 is proposed and includes the uniform-levy proposal for debt service and "pay as you go" levy for the estimated Rail Authority local match contribution for transit corridor development in Ramsey County. Following is a summary of the \$9,400,000 proposed tax levy:

Debt service on \$50 million bonds	\$4,117,700
CIP Pay-as-you-go levy for projects	<u>\$4,563,035</u>
Total uniform-levy for local match for projects	\$8,680,035
Railroad Authority operating levy	<u>\$ 719,265</u>
Total Proposed Tax Levy for 2003	\$9,400,000

The maximum that the Rail Authority could levy for 2003 is estimated to be \$13,982,265.

Attached are supporting documents that were discussed at the August 20, 2002 work session, including a memo dated August 15; a resolution dated November 6, 2001, for the \$50 million in bonding; the Springsted financing options memo; the impact on properties in Ramsey County information; and the Draft 2003 Rail Authority budget.



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: Budget and Debt issuance for Ramsey County Regional Railroad
Authority

Date: August 15, 2002

The purpose of this memo is to outline the proposed budget and levy for Ramsey County Regional Railroad Authority for 2003 and to provide you with the results of a summary of financing options for the Rail Authority's initial contributions for transit capital projects. Also included is the effect of the contributions on the 2003 proposed budget for the Rail Authority.

The Ramsey County Regional Railroad Authority passed a resolution (attachment 1) R01-17 to issue \$50 million of bonds to finance transit capital projects in the County. The Rail Authority cited several reasons in its resolution for the bonding, including providing diverse solutions to congestion, providing a catalyst to development, enhancing the tax base, creating vibrant pedestrian friendly urban areas, access to jobs for employees, revitalization of commercial districts, federal support for high speed rail and regional transit linkages.

The regional plan shows that the needs for the next 10 years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

The \$140 million Rail Authority contribution would require, if bonded, an annual levy of approximately \$8,809,000. The maximum that the Rail Authority could levy for 2003 is estimated to be \$13,982,265.

Information has been developed by the Rail Authority's financial advisor, Springsted, about financing options (attachment 2) and will be discussed at the August 20 Ramsey County Regional Railroad Authority meeting. The long-term plan for transit was prepared for Rail Authority members to see the entire picture of potential contributions.



Springsted identified the pros and cons of financing options and ran numbers based on the cash needed to match the potential Rail Authority contributions over the next 10 years for transit corridors.

The 2003 budget proposed for your consideration is \$59,985,945. This includes an operating amount of \$930,762, a debt service fund of \$3,921,619 and capital projects amount of \$55,133,564.

The 2003 proposed revenue is \$50,885,600. This includes general obligation bond proceeds of \$50,660,000 and various other operating revenues of \$225,600.

The total levy proposed is \$9,400,000. This 2003 budget includes the levy requirement for the debt service on the first \$50 million of Rail Authority contribution for transit corridor development in Ramsey County.

Attached (attachment 3) is a comparison of the net tax capacity values and rates for the 2002 approved tax levy and the 2003 proposed tax levy for the overall Regional Railroad Authority as prepared by the Property Records and Revenue Department.

The proposed budget is attachment 4.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 6, 2001

No.: R01-17

(Page 1 of 3)

WHEREAS, Residents and policymakers in the Twin Cities metropolitan area have recognized that, although congestion is increasing at a dramatic rate, enough roadway capacity to meet transportation needs cannot be built; and

WHEREAS, Several studies have demonstrated broad public support in the Twin Cities for aggressive and diverse solutions to congestion, including a mix of buses, commuter rail, light rail and high speed rail; and

WHEREAS, Rail transit, when combined with supportive public policies, is a catalyst for development along rail lines, enhances the tax base of the cities where it is located, and acts as an economic stimulus, as has been demonstrated in case studies of cities throughout the United States; and

WHEREAS, Major transit projects can help fulfill the vision of a vibrant, pedestrian-friendly, urban area that meets the diverse needs of those who rely on transit and those who have a choice about means of transportation; and

WHEREAS, Employers recognize the importance of access to jobs for their employees; and

WHEREAS, Businesses, especially smaller businesses that are helping to revitalize neighborhoods and commercial districts, recognize the importance of convenient access for customers; and

WHEREAS, Transit studies in this metropolitan region have consistently demonstrated the strong viability of transit corridors in the east metropolitan area, including those in Ramsey County. The many transit studies have demonstrated that the time for implementation of those studies is now; and

WHEREAS, The federal government has shown support for funding improvements to and development of inter-city, high-speed passenger trains nationwide, including a line that has the downtown St. Paul transit, transportation and rail center as its Twin Cities stop; and

WHEREAS, High-speed passenger trains serving the Twin Cities region, with arrivals and departures from the downtown St. Paul transit, transportation and rail center, promise to significantly contribute to the economic vitality and growth of St. Paul, Ramsey County, and the region; and

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: November 6, 2001 No.: R01-17

(page 3 of 3)

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	<u>X</u>		
Susan M. Haigh		<u>X</u>	
Jim McDonough	<u>X</u>		
Rafael E. Ortega	<u>X</u>		
Victoria Reinhardt	<u>X</u>		
Janice Rettman		<u>X</u>	
Jan Wiessner	<u>X</u>		

Tony Bennett, Chair

By: 

Rafael E. Ortega, Secretary

85 E. SEVENTH PLACE, SUITE 100
 SAINT PAUL, MN 55101-2887
 651-223-3000 FAX: 651-223-3002

SPRINGSTED
Advisors to the Public Sector



Ramsey County Regional Railroad Authority
 Initial Review of Financing Options

1. Attachment 1 – chart containing a discussion of financing alternatives for the initial financing of \$50,000,000 for the Regional Railroad Authority.
2. Attachments 2 & 3 – Levy Alternatives.

Enclosed are two sets of preliminary schedules for your review. They illustrate two potential approaches to levying for anticipated debt service for RCRRRA bonds.

In each case three bond issues have been assumed, sized to generate \$140,000,000 in project dollars. Gross estimates for issuance costs and underwriting fees are added to the transactions. No capitalized interest is assumed. They illustrate two levy approaches:

- Scenario 1: As each issue is sold, the levy increases to meet debt service.
- Scenario 2: The levy is set initially at the amount that will be needed to fund the entire \$140,000,000. The cash accumulated in the early years is used to reduce the bonding needed in later years.

	Stepped Levy	Uniform Levy
2002 Bond Issue	\$ 50,660,000	\$ 50,660,000
2006 Bond Issue	48,640,000	35,095,000
2006 Cash Applied	0	13,407,274
2010 Bond Issue	42,580,000	34,450,000
2010 Cash Applied	0	8,046,759
TOTAL needed to fund \$140M	\$141,880,000	\$141,659,033
		(difference is COI & UW fees, not project dollars)
2003 Levy Required @ 100%	\$ 3,921,618	\$ 8,395,183
2006 Levy Required @ 100%	7,457,971	8,395,183
2010 Levy Required @ 100%	9,980,271	8,395,183
Maximum Levy @ 105%	10,489,000	8,809,000
Total Debt Service Amount	\$241,276,273	\$205,094,299
Plus Cash Applied	0	21,454,033
Total Contribution	\$241,276,273	\$226,548,332
Reduced Cost		\$ 14,727,941

The following schedules are attached as illustrations:

1. Schedule of assumed project costs
2. Scenario 1
 - a. Total Issue Sources and Uses
 - b. Total Debt Service by Issue
 - c. Combined Total Debt Service and Projected Levy
3. Scenario 2
 - a. Total Issue Sources and Uses
 - b. Total Debt Service by Issue
 - c. Combined Total Debt Service and Projected Levy

Summary of Financing Alternatives

Bond Option	Features	+	-
Fixed Rate	Fixed rate of interest throughout term of bonds.	Locks in current interest rates.	Results in negative arbitrage under current reinvestment rates.
Fixed Rate w/CABs	Fixed rate of interest throughout term of bonds. Accretion of interest cost on some/all of bonds until maturity.	Locks in current interest rates.	Results in negative arbitrage under current reinvestment rates. Generally not callable and higher cost than coupon bonds.
Variable Rate	Interest rate on the bonds changes (generally every seven days) resulting in a very low rate at any given market point. Callable anytime without penalty.	Historically, rate has been below fixed rate. Should eliminate negative arbitrage. Underwriting fees are generally lower than fixed rate.	Subjects financing to interest rate risk as rate moves up and down. Does not capture current low fixed rates. Costs of issuance are slightly higher, although underwriting fee is generally less.
Combination Fixed/Variable	Portion of transaction done as a fixed rate, portion done as a variable rate.	Moderates interest rate risk by fixing part of the issue. The variable rate portion of the issue incurs no negative arbitrage. If grant funds are received, bond could be called immediately, without penalty.	Portion of issue subject to interest rate risk. Costs of issuance are slightly higher because two issues would be sold instead of one, however underwriting fees on the variable rate piece would generally be lower than if at a fixed rate.
Futures Contract	Fixes today's market rates in but delivers the bonds at a later date, even up to two years.	The interest rate is locked in today, capturing the current market. No negative arbitrage would be incurred until the bonds are actually delivered.	A premium in the form of higher interest rates is charged for the delayed settlement. The premium is .03% to .07% per month, currently at the .03% to .05% level, but will be dependent on length of time to closing.

Bond Option	Features	+	-
"Draw Down" Bonds	A full amount of bonds would be authorized at a rate certain and proceeds could be "drawn down" as needed.	Debt would not be incurred until funds were needed, eliminating negative arbitrage.	Not a well developed type of municipal bond. Each "tranche" would either be priced at the time of draw-down, subjecting RRA to interest rate risk or premium pricing would be incurred.
Levy Now/Bond Later	Impose a levy now and defer the issuance of bonds until such time as project and funding needs are clear.	Limits negative arbitrage exposure.	Does not lock in current interest rates. Does not result in having funds at the ready for anticipated project expenditures.

Ramsey County Regional Railroad Authority
Illustrative Expenditure Timing/Draw Schedule

Date	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2002 Financing	2008 Financing	2010 Financing	Total Financings
6/1/2003	14,000,000										14,000,000			14,000,000
6/1/2004		14,000,000									14,000,000			14,000,000
6/1/2005			14,000,000								14,000,000			14,000,000
6/1/2006				14,000,000							8,000,000	6,000,000		14,000,000
6/1/2007					14,000,000							14,000,000		14,000,000
6/1/2008						14,000,000						14,000,000		14,000,000
6/1/2009							14,000,000					14,000,000		14,000,000
6/1/2010								14,000,000						14,000,000
6/1/2011									14,000,000				14,000,000	14,000,000
6/1/2012										14,000,000				14,000,000
Total	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$50,000,000	\$48,000,000	\$42,000,000	\$140,000,000

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, MINNESOTA

\$141,880,000

Scenario 1 - Rail Facility Bonds, Series 2002A
(Limited Tax)

TOTAL ISSUE SOURCES AND USES

Dated 11/01/2002

Delivered 11/01/2002

	2002 Financing	2006 Financing	2010 Financing	Issue Summary
SOURCES OF FUNDS				
Par Amount of Bonds.....	\$50,660,000.00	\$48,640,000.00	\$42,580,000.00	\$141,880,000.00
TOTAL SOURCES.....	\$50,660,000.00	\$48,640,000.00	\$42,580,000.00	\$141,880,000.00
USES OF FUNDS				
Projects for 2010.....	-	-	14,000,000.00	14,000,000.00
Projects for 2011.....	-	-	14,000,000.00	14,000,000.00
Projects for 2012.....	-	-	14,000,000.00	14,000,000.00
Projects for 2007.....	-	14,000,000.00	-	14,000,000.00
Projects for 2008.....	-	14,000,000.00	-	14,000,000.00
Projects for 2009.....	-	14,000,000.00	-	14,000,000.00
Projects for 2003.....	14,000,000.00	-	-	14,000,000.00
Projects for 2004.....	14,000,000.00	-	-	14,000,000.00
Projects for 2005.....	14,000,000.00	-	-	14,000,000.00
Projects for 2006 - Partial.....	8,000,000.00	6,000,000.00	-	14,000,000.00
Total Underwriter's Discount (1.000%).....	506,600.00	486,400.00	425,800.00	1,418,800.00
Costs of Issuance.....	150,000.00	150,000.00	150,000.00	450,000.00
Rounding Amount.....	3,400.00	3,600.00	4,200.00	11,200.00
TOTAL USES.....	\$50,660,000.00	\$48,640,000.00	\$42,580,000.00	\$141,880,000.00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, MINNESOTA

\$141,880,000

Scenario 1 - Rail Facility Bonds, Series 2002A
(Limited Tax)

TOTAL DEBT SERVICE

DATE	Rail Authority 50 Rail Bonds 2002A 2002 Financing	Rail Authority 50 Rail Bonds 2006A 2006 Financing	Rail Authority 50 Rail Bonds 2010A 2010 Financing	TOTAL
2/01/2004	3,921,618.75	-	-	3,921,618.75
2/01/2005	3,925,785.00	-	-	3,925,785.00
2/01/2006	3,926,505.00	-	-	3,926,505.00
2/01/2007	3,925,475.00	3,532,496.25	-	7,457,971.25
2/01/2008	3,922,275.00	3,532,515.00	-	7,454,790.00
2/01/2009	3,925,442.50	3,531,990.00	-	7,457,432.50
2/01/2010	3,922,135.00	3,531,670.00	-	7,453,805.00
2/01/2011	3,922,072.50	3,531,170.00	2,527,028.13	9,980,270.63
2/01/2012	3,921,795.00	3,534,387.50	2,530,277.50	9,986,460.00
2/01/2013	3,925,945.00	3,532,687.50	2,530,562.50	9,989,195.00
2/01/2014	3,922,750.00	3,530,850.00	2,529,522.50	9,983,122.50
2/01/2015	3,923,170.00	3,529,947.50	2,527,097.50	9,980,215.00
2/01/2016	3,921,585.00	3,529,637.50	2,528,045.00	9,979,267.50
2/01/2017	3,922,565.00	3,533,737.50	2,527,655.00	9,983,957.50
2/01/2018	3,924,027.50	3,532,427.50	2,530,867.50	9,987,322.50
2/01/2019	3,921,620.00	3,530,547.50	2,527,815.00	9,979,982.50
2/01/2020	3,924,845.00	3,532,692.50	2,528,680.00	9,986,217.50
2/01/2021	3,924,325.00	3,532,197.50	2,527,980.00	9,984,502.50
2/01/2022	3,922,970.00	3,529,562.50	2,530,890.00	9,983,422.50
2/01/2023	3,921,750.00	3,529,325.00	2,532,130.00	9,983,205.00
2/01/2024	-	7,451,895.00	2,531,650.00	9,983,545.00
2/01/2025	-	7,453,725.00	2,534,127.50	9,987,852.50
2/01/2026	-	7,453,575.00	2,534,515.00	9,988,090.00
2/01/2027	-	-	9,982,752.50	9,982,752.50
2/01/2028	-	-	9,984,247.50	9,984,247.50
2/01/2029	-	-	9,984,437.50	9,984,437.50
2/01/2030	-	-	9,980,300.00	9,980,300.00
Total	78,468,656.25	82,397,036.25	80,410,580.63	241,276,273.13

PAR AMOUNTS OF SELECTED ISSUES

Rail Authority -2002 Financing.....	50,660,000.00
Rail Authority -2006 Financing.....	48,640,000.00
Rail Authority -2010 Financing.....	42,580,000.00
TOTAL.....	141,880,000.00

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, MINNESOTA

\$141,880,000

Scenario 1 - Rail Facility Bonds, Series 2002A
(Limited Tax)

DEBT SERVICE SCHEDULE

Date	Principal	Coupon	Interest	Total P+I	105% Levy
2/01/2003	-	-	-	-	-
2/01/2004	1,290,000.00	1.900%	2,631,618.75	3,921,618.75	4,117,699.69
2/01/2005	1,845,000.00	2.400%	2,080,785.00	3,925,785.00	4,122,074.25
2/01/2006	1,890,000.00	2.700%	2,036,505.00	3,926,505.00	4,122,830.25
2/01/2007	3,710,000.00	2.714%	3,747,971.25	7,457,971.25	7,830,869.81
2/01/2008	3,220,000.00	3.179%	4,234,790.00	7,454,790.00	7,827,529.50
2/01/2009	3,325,000.00	3.417%	4,132,432.50	7,457,432.50	7,830,304.13
2/01/2010	3,435,000.00	3.655%	4,018,805.00	7,453,805.00	7,826,495.25
2/01/2011	4,425,000.00	3.567%	5,555,270.63	9,980,270.63	10,479,284.16
2/01/2012	4,035,000.00	3.898%	5,951,460.00	9,986,460.00	10,485,783.00
2/01/2013	4,195,000.00	4.078%	5,794,195.00	9,989,195.00	10,488,654.75
2/01/2014	4,360,000.00	4.195%	5,623,122.50	9,983,122.50	10,482,278.63
2/01/2015	4,540,000.00	4.316%	5,440,215.00	9,980,215.00	10,479,225.75
2/01/2016	4,735,000.00	4.442%	5,244,267.50	9,979,267.50	10,478,230.88
2/01/2017	4,950,000.00	4.578%	5,033,957.50	9,983,957.50	10,483,155.38
2/01/2018	5,180,000.00	4.678%	4,807,322.50	9,987,322.50	10,486,688.63
2/01/2019	5,415,000.00	4.779%	4,564,982.50	9,979,982.50	10,478,981.63
2/01/2020	5,680,000.00	4.872%	4,306,217.50	9,986,217.50	10,485,528.38
2/01/2021	5,955,000.00	4.972%	4,029,502.50	9,984,502.50	10,483,727.63
2/01/2022	6,250,000.00	5.043%	3,733,422.50	9,983,422.50	10,482,593.63
2/01/2023	6,565,000.00	5.098%	3,418,205.00	9,983,205.00	10,482,365.25
2/01/2024	6,900,000.00	5.372%	3,083,545.00	9,983,545.00	10,482,722.25
2/01/2025	7,275,000.00	5.426%	2,712,852.50	9,987,852.50	10,487,245.13
2/01/2026	7,670,000.00	5.480%	2,318,090.00	9,988,090.00	10,487,494.50
2/01/2027	8,085,000.00	5.300%	1,897,752.50	9,982,752.50	10,481,890.13
2/01/2028	8,515,000.00	5.400%	1,469,247.50	9,984,247.50	10,483,459.88
2/01/2029	8,975,000.00	5.450%	1,009,437.50	9,984,437.50	10,483,659.38
2/01/2030	9,460,000.00	5.500%	520,300.00	9,980,300.00	10,479,315.00
Total	141,880,000.00	-	99,396,273.13	241,276,273.13	253,340,086.79

SIGNIFICANT DATES

Dated.....	11/01/2002
Delivery Date.....	11/01/2002
First Coupon Date.....	8/01/2003

YIELD STATISTICS

Bond Year Dollars.....	\$2,463,200.00
Average Life.....	17.361 Years
Average Coupon.....	4.0352498%
Net Interest Cost (NIC).....	4.0928497%
True Interest Cost (TIC).....	5.0384705%
Bond Yield for Arbitrage Purposes.....	4.9335510%
All Inclusive Cost (AIC).....	5.0717269%

IRS FORM 8038

Net Interest Cost.....	4.0352498%
Weighted Average Maturity.....	17.361 Years

Interest rates are estimates. Changes in rates may
cause significant alterations to this schedule.
The actual underwriter's discount bid may also vary.

RAMSEY COUNTY RAILROAD REGIONAL AUTHORITY, MINNESOTA

\$120,205,000

Scenario 2 - Rail Facility Bonds
(Limited Tax)

TOTAL ISSUE SOURCES AND USES

Dated 11/01/2002

Delivered 11/01/2002

	2002 Financing	2006 Financing	2010 Financing	Issue Summary
SOURCES OF FUNDS				
Par Amount of Bonds.....	\$50,660,000.00	\$35,095,000.00	\$34,450,000.00	\$120,205,000.00
Accumulated Excess Levy.....	-	13,407,273.75	8,046,758.75	21,454,032.50
TOTAL SOURCES.....	\$50,660,000.00	\$48,502,273.75	\$42,496,758.75	\$141,659,032.50
USES OF FUNDS				
Projects for 2010.....	-	-	14,000,000.00	14,000,000.00
Projects for 2011.....	-	-	14,000,000.00	14,000,000.00
Projects for 2012.....	-	-	14,000,000.00	14,000,000.00
Projects for 2007.....	-	14,000,000.00	-	14,000,000.00
Projects for 2008.....	-	14,000,000.00	-	14,000,000.00
Projects for 2009.....	-	14,000,000.00	-	14,000,000.00
Projects for 2003.....	14,000,000.00	-	-	14,000,000.00
Projects for 2004.....	14,000,000.00	-	-	14,000,000.00
Projects for 2005.....	14,000,000.00	-	-	14,000,000.00
Projects for 2006 - Partial.....	8,000,000.00	6,000,000.00	-	14,000,000.00
Total Underwriter's Discount (1.000%).....	506,600.00	350,950.00	344,500.00	1,202,050.00
Costs of Issuance.....	150,000.00	150,000.00	150,000.00	450,000.00
Rounding Amount.....	3,400.00	1,323.75	2,258.75	6,982.50
TOTAL USES.....	\$50,660,000.00	\$48,502,273.75	\$42,496,758.75	\$141,659,032.50

RAMSEY COUNTY RAILROAD REGIONAL AUTHORITY, MINNESOTA

\$120,205,000

*Scenario 2 - Rail Facility Bonds
(Limited Tax)*

TOTAL DEBT SERVICE

DATE	Rail Authority 2002 Financing	Rail Authority 2006 Financing	Rail Authority 2010 Financing	TOTAL
2/01/2004	3,921,618.75	-	-	3,921,618.75
2/01/2005	3,925,785.00	-	-	3,925,785.00
2/01/2006	3,926,505.00	-	-	3,926,505.00
2/01/2007	3,925,475.00	2,457,398.13	-	6,382,873.13
2/01/2008	3,922,275.00	2,460,237.50	-	6,382,512.50
2/01/2009	3,925,442.50	2,458,052.50	-	6,383,495.00
2/01/2010	3,922,135.00	2,457,932.50	-	6,380,067.50
2/01/2011	3,922,072.50	2,459,582.50	2,008,247.50	8,389,902.50
2/01/2012	3,921,795.00	2,457,242.50	2,008,610.00	8,387,647.50
2/01/2013	3,925,945.00	2,462,007.50	2,007,230.00	8,395,182.50
2/01/2014	3,922,750.00	2,458,332.50	2,005,030.00	8,386,112.50
2/01/2015	3,923,170.00	2,457,225.00	2,006,980.00	8,387,375.00
2/01/2016	3,921,585.00	2,458,392.50	2,007,740.00	8,387,717.50
2/01/2017	3,922,565.00	2,461,012.50	2,007,615.00	8,391,192.50
2/01/2018	3,924,027.50	2,460,252.50	2,006,565.00	8,390,845.00
2/01/2019	3,921,620.00	2,461,012.50	2,004,820.00	8,387,452.50
2/01/2020	3,924,845.00	2,457,947.50	2,007,360.00	8,390,152.50
2/01/2021	3,924,325.00	2,460,327.50	2,003,790.00	8,388,442.50
2/01/2022	3,922,970.00	2,458,120.00	2,004,455.00	8,385,545.00
2/01/2023	3,921,750.00	2,461,195.00	2,004,095.00	8,387,040.00
2/01/2024	-	6,384,610.00	2,007,680.00	8,392,290.00
2/01/2025	-	6,385,580.00	2,004,752.50	8,390,332.50
2/01/2026	-	6,382,750.00	2,010,697.50	8,393,447.50
2/01/2027	-	-	8,389,960.00	8,389,960.00
2/01/2028	-	-	8,389,825.00	8,389,825.00
2/01/2029	-	-	8,388,455.00	8,388,455.00
2/01/2030	-	-	8,392,525.00	8,392,525.00
Total	78,468,656.25	60,959,210.63	65,666,432.50	205,094,299.38

PAR AMOUNTS OF SELECTED ISSUES

Rail Authority -2002 Financing.....	50,660,000.00
Rail Authority -2006 Financing.....	35,095,000.00
Rail Authority -2010 Financing.....	34,450,000.00
TOTAL.....	120,205,000.00

Springsted Incorporated
Advisors to the Public Sector

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RAMSEY COUNTY RAILROAD REGIONAL AUTHORITY, MINNESOTA

\$120,205,000

Scenario 2 - Rail Facility Bonds
(Limited Tax)

NET DEBT SERVICE SCHEDULE

Date	Principal	Coupon	Interest	Total P+I	Net New D/S	105% of Total	Levy	Surplus	Balance
2/01/2003	-	-	-	-	-	-	-	-	-
2/01/2004	1,290,000.00	1.900%	2,631,618.75	3,921,618.75	3,921,618.75	4,117,699.69	8,395,182.50	4,473,563.75	4,473,563.75
2/01/2005	1,845,000.00	2.400%	2,080,785.00	3,925,785.00	3,925,785.00	4,122,074.25	8,395,182.50	4,469,397.50	8,942,961.25
2/01/2006	1,890,000.00	2.700%	2,036,505.00	3,926,505.00	3,926,505.00	4,122,830.25	8,395,182.50	4,468,677.50	13,411,638.75
2/01/2007	3,105,000.00	2.775%	3,277,873.13	6,382,873.13	6,382,873.13	6,702,016.79	8,395,182.50	2,012,309.37	2,016,674.37
2/01/2008	2,760,000.00	3.225%	3,622,512.50	6,382,512.50	6,382,512.50	6,701,638.13	8,395,182.50	2,012,670.00	4,029,344.37
2/01/2009	2,850,000.00	3.454%	3,533,495.00	6,383,495.00	6,383,495.00	6,702,669.75	8,395,182.50	2,011,687.50	6,041,031.87
2/01/2010	2,945,000.00	3.681%	3,435,067.50	6,380,067.50	6,380,067.50	6,699,070.88	8,395,182.50	2,015,115.00	8,056,146.87
2/01/2011	3,710,000.00	3.594%	4,679,902.50	8,389,902.50	8,389,902.50	8,809,397.63	8,395,182.50	5,280.00	14,668.12
2/01/2012	3,390,000.00	3.908%	4,997,647.50	8,387,647.50	8,387,647.50	8,807,029.88	8,395,182.50	7,535.00	22,203.12
2/01/2013	3,530,000.00	4.081%	4,865,182.50	8,395,182.50	8,395,182.50	8,814,941.63	8,395,182.50	-	22,203.12
2/01/2014	3,665,000.00	4.195%	4,721,112.50	8,386,112.50	8,386,112.50	8,805,418.13	8,395,182.50	9,070.00	31,273.12
2/01/2015	3,820,000.00	4.310%	4,567,375.00	8,387,375.00	8,387,375.00	8,806,743.75	8,395,182.50	7,807.50	39,080.62
2/01/2016	3,985,000.00	4.430%	4,402,717.50	8,387,717.50	8,387,717.50	8,807,103.38	8,395,182.50	7,465.00	46,545.62
2/01/2017	4,165,000.00	4.570%	4,226,192.50	8,391,192.50	8,391,192.50	8,810,752.13	8,395,182.50	3,990.00	50,535.62
2/01/2018	4,355,000.00	4.670%	4,035,845.00	8,390,845.00	8,390,845.00	8,810,387.25	8,395,182.50	4,337.50	54,873.12
2/01/2019	4,555,000.00	4.771%	3,832,452.50	8,387,452.50	8,387,452.50	8,806,825.13	8,395,182.50	7,730.00	62,603.12
2/01/2020	4,775,000.00	4.853%	3,615,152.50	8,390,152.50	8,390,152.50	8,809,660.13	8,395,182.50	5,030.00	67,633.12
2/01/2021	5,005,000.00	4.953%	3,383,442.50	8,388,442.50	8,388,442.50	8,807,864.63	8,395,182.50	6,740.00	74,373.12
2/01/2022	5,250,000.00	5.019%	3,135,545.00	8,385,545.00	8,385,545.00	8,804,822.25	8,395,182.50	9,637.50	84,010.62
2/01/2023	5,515,000.00	5.073%	2,872,040.00	8,387,040.00	8,387,040.00	8,806,392.00	8,395,182.50	8,142.50	92,153.12
2/01/2024	5,800,000.00	5.379%	2,592,290.00	8,392,290.00	8,392,290.00	8,811,904.50	8,395,182.50	2,892.50	95,045.62
2/01/2025	6,110,000.00	5.432%	2,280,332.50	8,390,332.50	8,390,332.50	8,809,849.13	8,395,182.50	4,850.00	99,895.62
2/01/2026	6,445,000.00	5.485%	1,948,447.50	8,393,447.50	8,393,447.50	8,813,119.88	8,395,182.50	1,735.00	101,630.62
2/01/2027	6,795,000.00	5.300%	1,594,960.00	8,389,960.00	8,389,960.00	8,809,458.00	8,395,182.50	5,222.50	106,853.12
2/01/2028	7,155,000.00	5.400%	1,234,825.00	8,389,825.00	8,389,825.00	8,809,316.25	8,395,182.50	5,357.50	112,210.62
2/01/2029	7,540,000.00	5.450%	848,455.00	8,388,455.00	8,388,455.00	8,807,877.75	8,395,182.50	6,727.50	118,938.12
2/01/2030	7,955,000.00	5.500%	437,525.00	8,392,525.00	8,392,525.00	8,812,151.25	8,395,182.50	2,657.50	121,595.62
Total	120,205,000.00	-	84,889,299.38	205,094,299.38	205,094,299.38	215,349,014.35	233,542,976.76	(18,193,962.41)	

Dated..... 11/01/2002
 Delivery Date..... 11/01/2002
 First Coupon Date..... 8/01/2003

YIELD STATISTICS

Bond Year Dollars..... \$2,073,151.25
 Average Life..... 17.247 Years
 Average Coupon..... 4.0946988%
 Net Interest Cost (NIC)..... 4.1526806%
 True Interest Cost (TIC)..... 5.0137860%
 Bond Yield for Arbitrage Purposes..... 4.9099790%
 All Inclusive Cost (AIC)..... 5.0520827%

IRS FORM 8038

Net Interest Cost..... 4.0946988%
 Weighted Average Maturity..... 17.247 Years

**NET TAX CAPACITY VALUES AND RATES
OVERALL Regional Rail Authority**

	2002	Estimated 2003	INC/ (DECREASE)	PERCENT INC/(DEC)
Certified Levy	\$306,000	\$9,400,000	\$9,094,000	2971.9%
Net Tax Capacity	266,595,503	300,435,333	33,839,830	12.7%
Tax Capacity Rate	0.096%	3.107%	3.011%	3136.5%

**PROPERTIES in Ramsey County
Regional Rail Authority COMPARISON - PAYABLE 2003 (ESTIMATED)**

(A) Constant Market Value

Home with an Est. Market Value of:	\$75,000	\$100,000	\$150,000	\$300,000
2003 Gross Regional Rail Only Tax (Estimated)	\$23.30	\$31.07	\$46.61	\$93.21
2002 Gross Regional Rail Only Tax	\$0.72	\$0.96	\$1.44	\$2.88
Net Increase/(Decrease)	\$22.58	\$30.11	\$45.17	\$90.33
Percent Change	3136.1%	3136.5%	3136.8%	3136.5%

(B) Market Value increase of

10.00%

Home with a 2002 Estimated Market Value of:	\$75,000	\$100,000	\$150,000	\$300,000
2003 Gross Regional Rail Only Tax (Estimated)	\$23.30	\$31.07	\$46.61	\$93.21
2002 Gross Regional Rail Only Tax	\$0.65	\$0.87	\$1.31	\$2.62
Net Increase/(Decrease)	\$22.65	\$30.20	\$45.30	\$90.59
Percent Change	3484.6%	3471.3%	3458.0%	3457.6%

(A) Constant Market Value

Business with an Est. Market Value of:	\$100,000	\$500,000	\$1,000,000
2003 Gross Regional Rail Only Tax (Estimated)	\$46.61	\$287.40	\$598.10
2002 Gross Regional Rail Only Tax	\$1.44	\$8.88	\$18.48
Net Increase/(Decrease)	\$45.17	\$278.52	\$579.62
Percent Change	3136.8%	3136.5%	3136.5%

Apartment with an Est. Market Value of:	\$100,000	\$500,000	\$1,000,000
2003 Gross Regional Rail Only Tax (Estimated)	\$46.61	\$233.03	\$466.05
2002 Gross Regional Rail Only Tax	\$1.73	\$8.64	\$17.28
Net Increase/(Decrease)	\$44.88	\$224.39	\$448.77
Percent Change	2594.2%	2597.1%	2597.0%



RCRRA Worksession

November 19, 2002

Ramsey County
Regional Railroad Authority

PRESENTATION

Why are we proposing this levy now?

1. To demonstrate the need and importance of transit to Ramsey County residents and taxpayers and position Ramsey County to have major transit projects that benefit our citizens and businesses. Metro East is falling behind. We need to ensure that the next major transit investment is in St. Paul.
 2. To demonstrate the Metro East commitment to transit to Congress and the state.
-

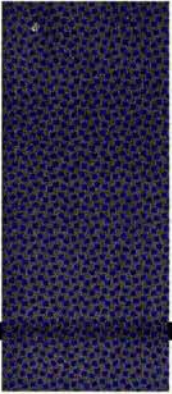
Why are we proposing this levy now?

3. Interest rates make this time favorable for issuing bonds.
 4. A transit commitment on the part of the regional railroad authority can leverage federal and state funds 10 times the local commitment.
 5. The federal transportation six-year bill is being written now.
-

What is the status of each of the five proposed projects requiring local contribution?

Central

- Alternatives Analysis/Draft Environmental Impact Statement being completed this fall
 - Next steps: preliminary engineering, final design, construction
-

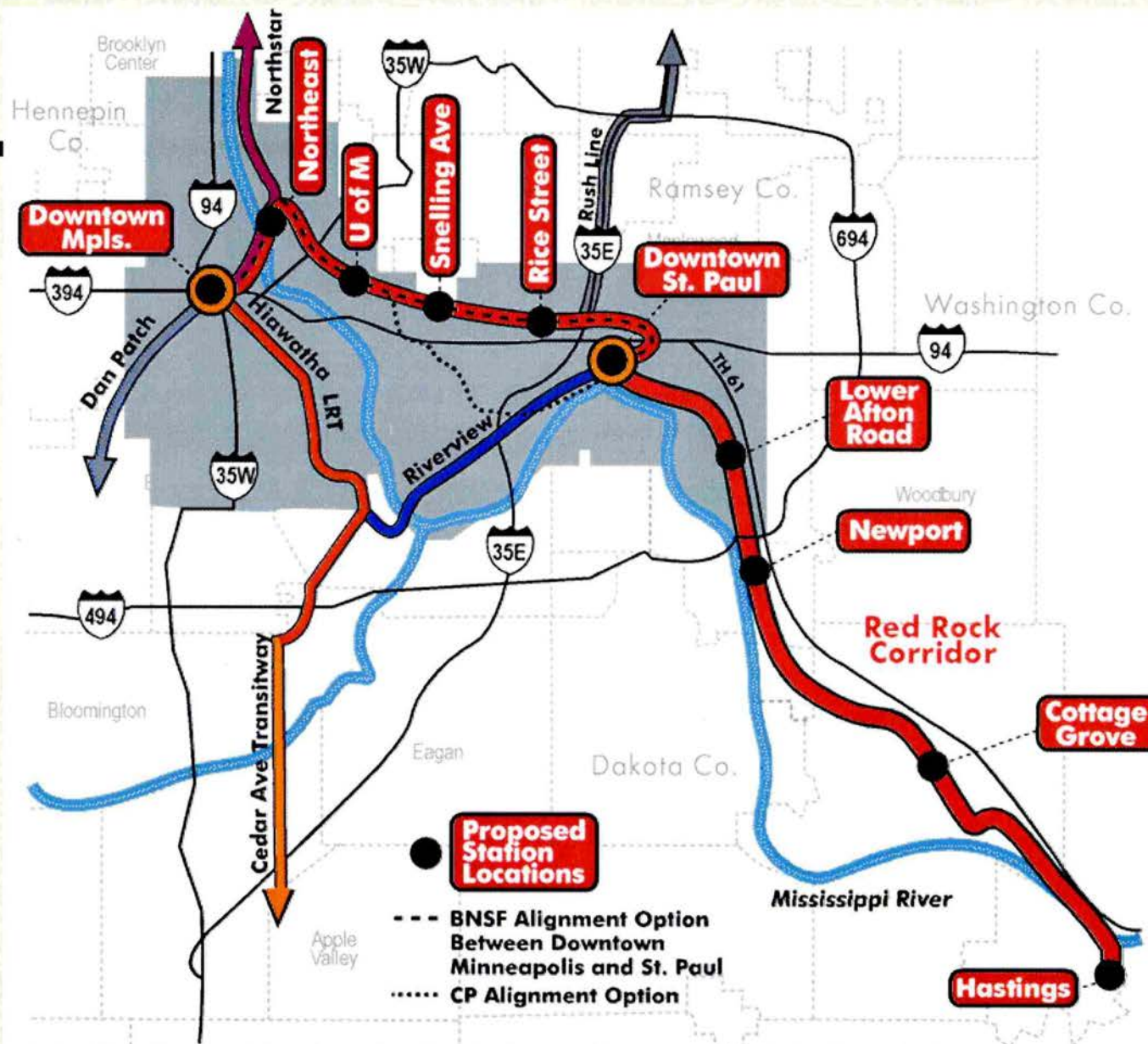


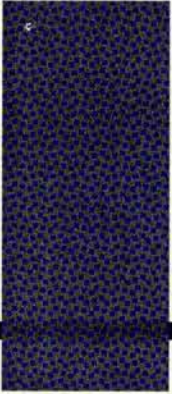
What is the status of each of the five proposed projects requiring local contribution?

Red Rock

- Feasibility study completed
 - Alternatives Analysis/Draft Environmental Impact Statement to begin in 2003
-

RED ROCK CORRIDOR

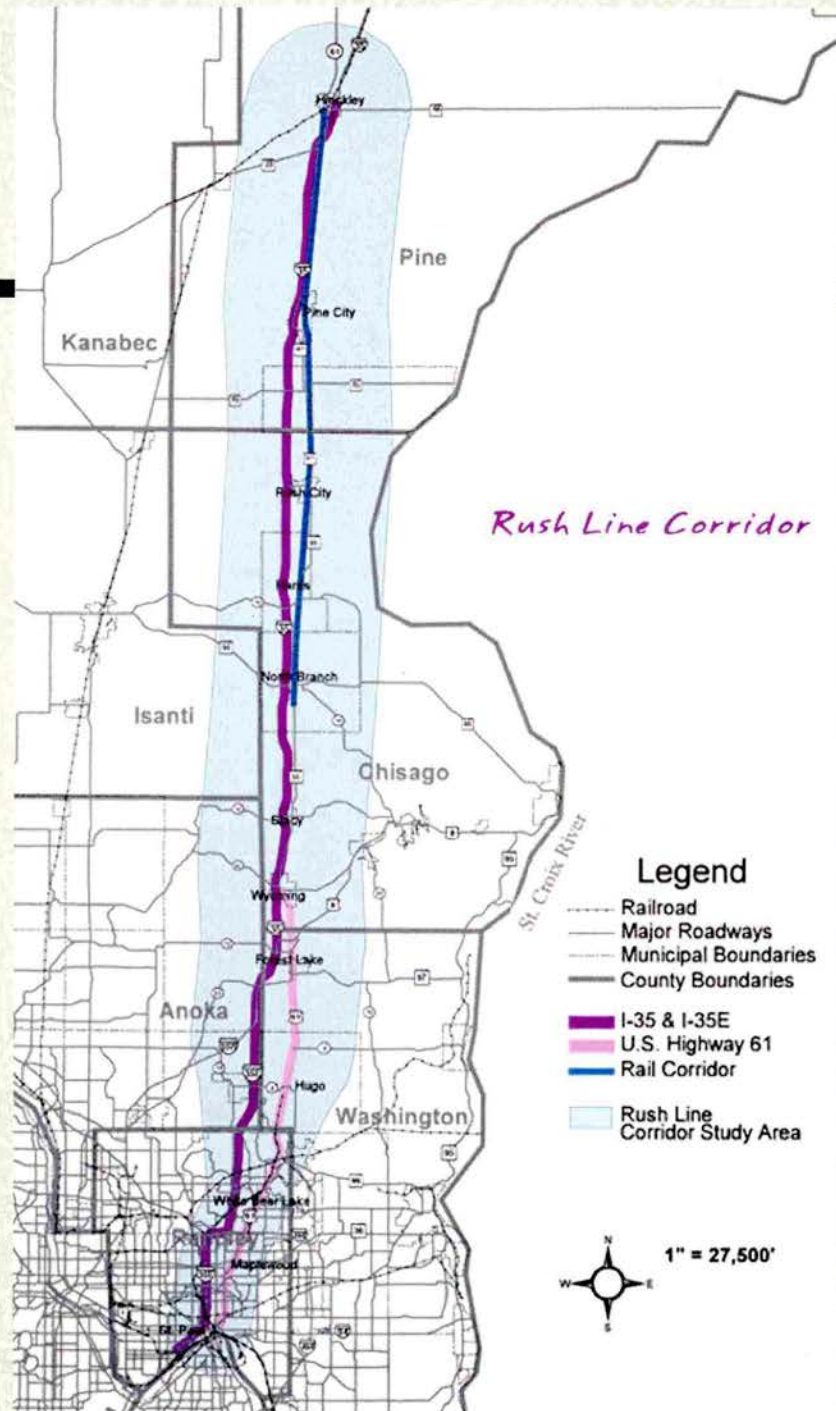




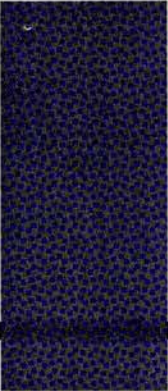
What is the status of each of the five proposed projects requiring local contribution?

Rush Line

- Feasibility study completed
 - Short term improvements now
-



RUSH LINE CORRIDOR

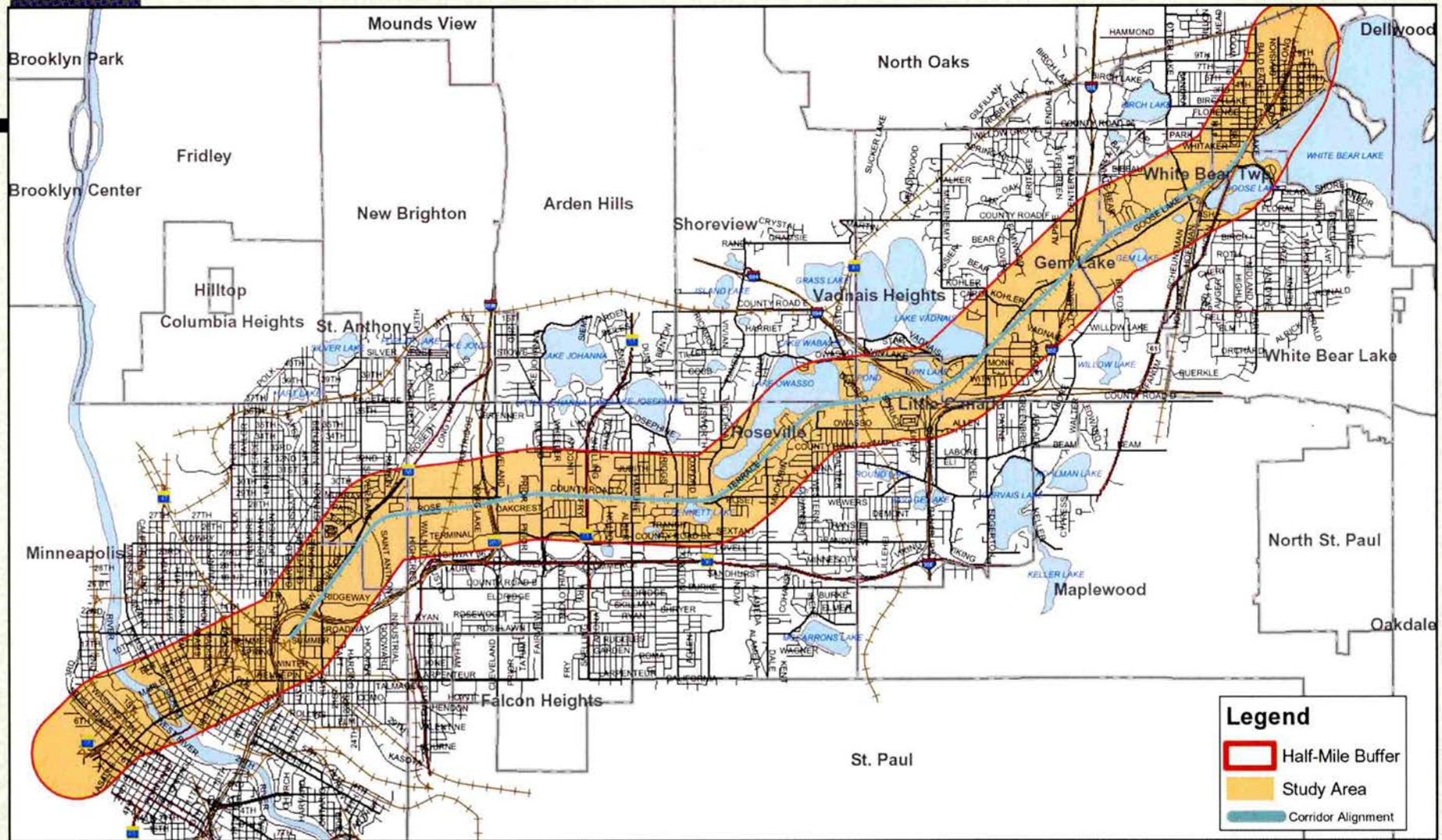


What is the status of each of the five proposed projects requiring local contribution?

Northeast Diagonal

- Land use study completed
 - Negotiations with Burlington Northern occurring
 - Transit oriented development occurring now
-

NE DIAGONAL CORRIDOR

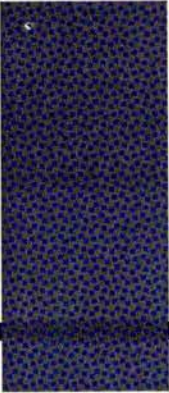


Prepared By
HRA

NORTHEAST DIAGONAL TRANSIT CORRIDOR LAND USE / TRANSIT STUDY

Prepared for:
Ramsey County Regional Railroad Authority
Hennepin County Regional Railroad Authority



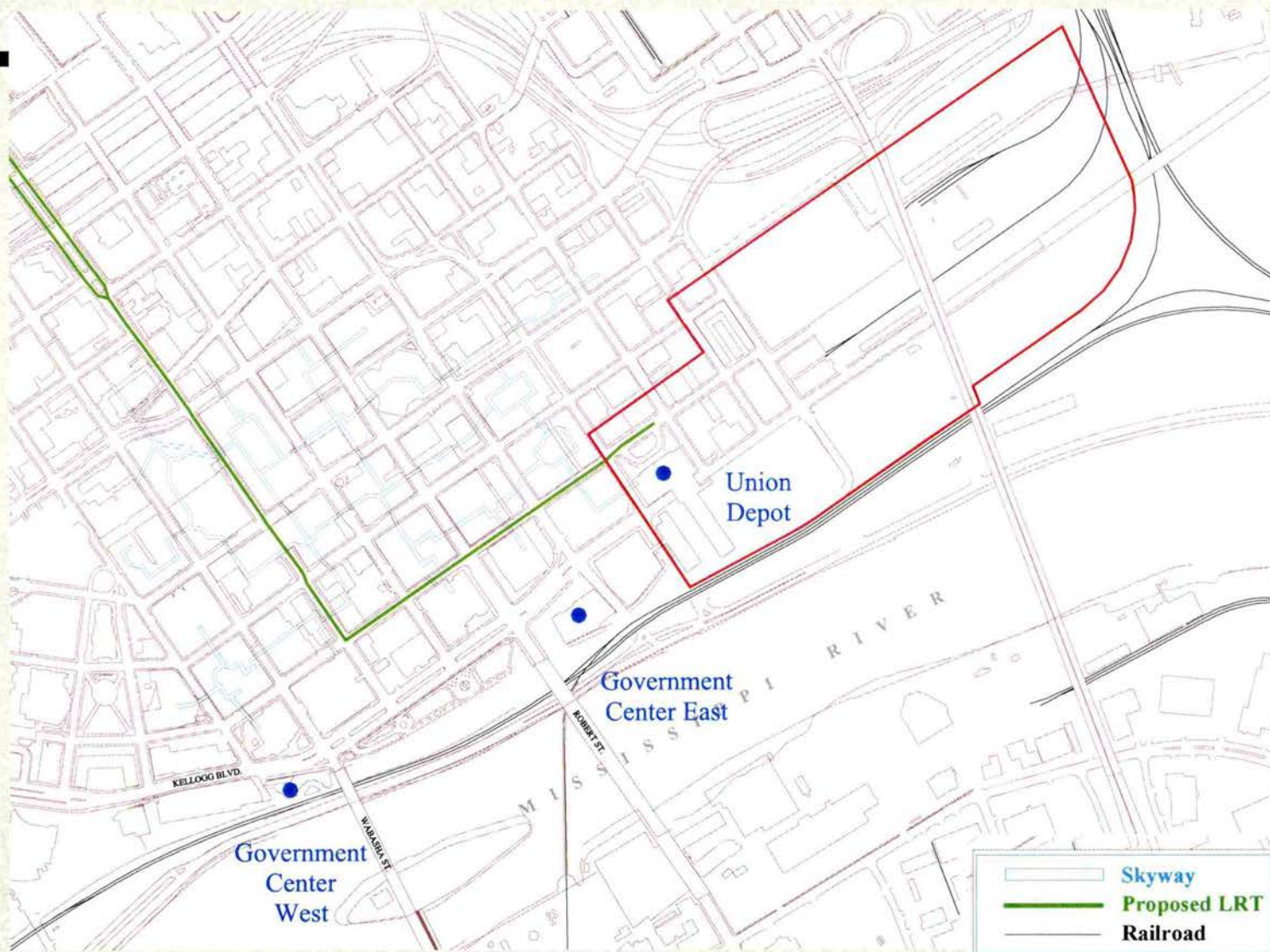


What is the status of each of the five proposed projects requiring local contribution?

St. Paul Multimodal transit hub

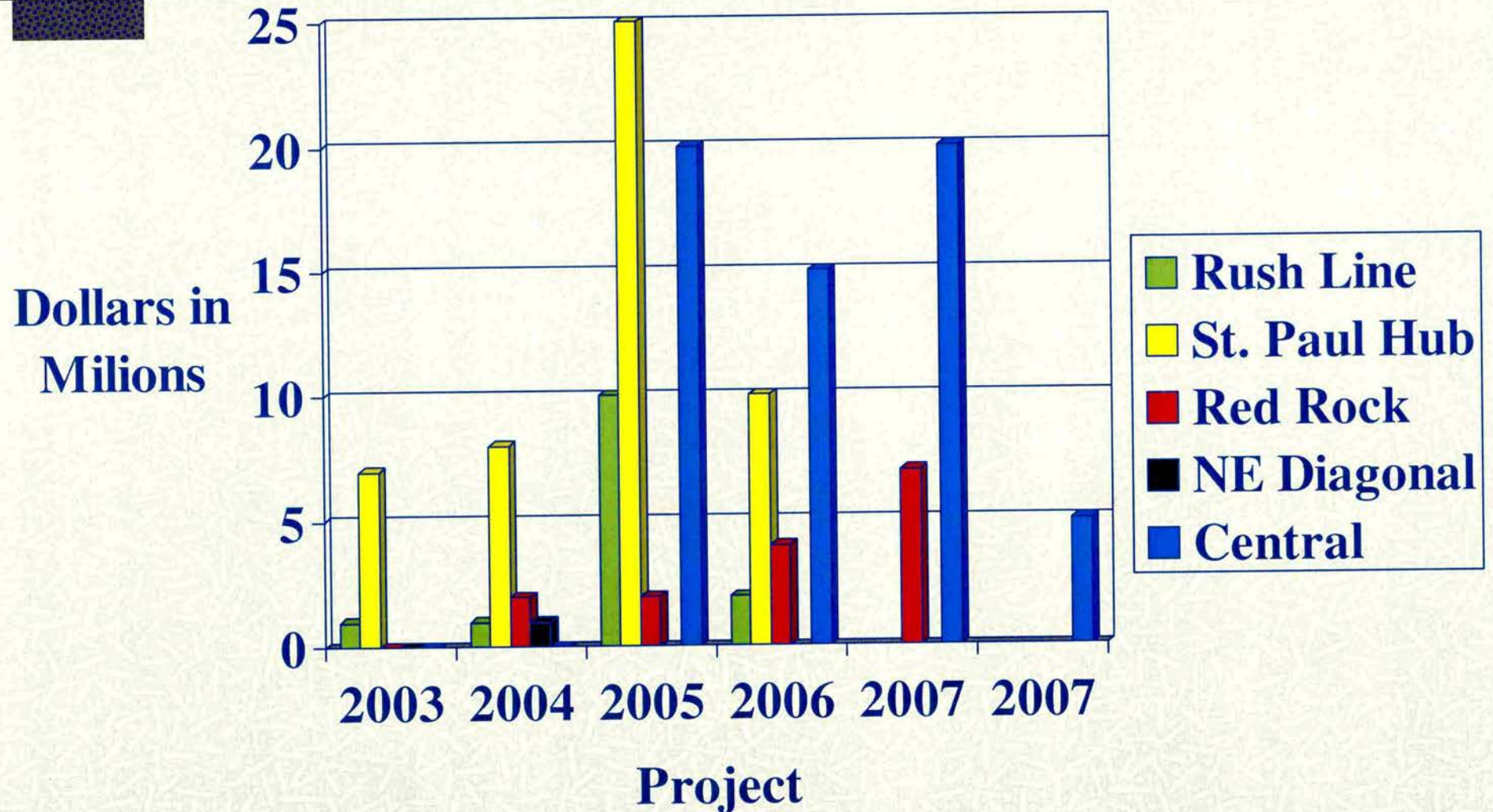
LOCATE to make recommendations on site to Ramsey County Regional Railroad Authority in early 2003. This would benefit high-speed rail, commuter rail, Amtrak and other modes.

DOWNTOWN ST. PAUL MULTIMODAL HUB

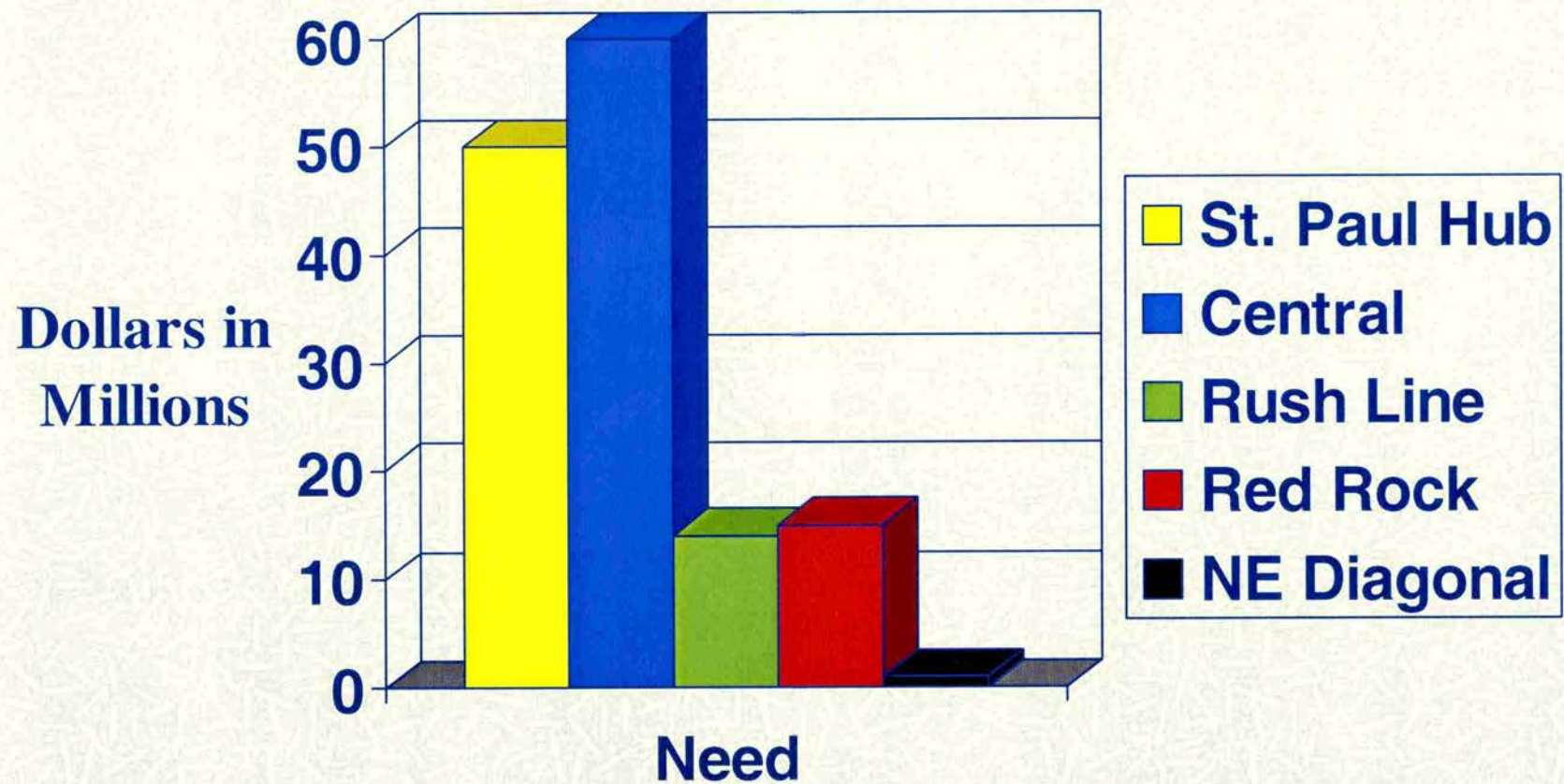


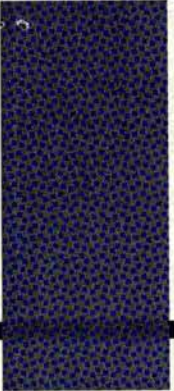
Need by Year in Millions

Conceptual Estimate



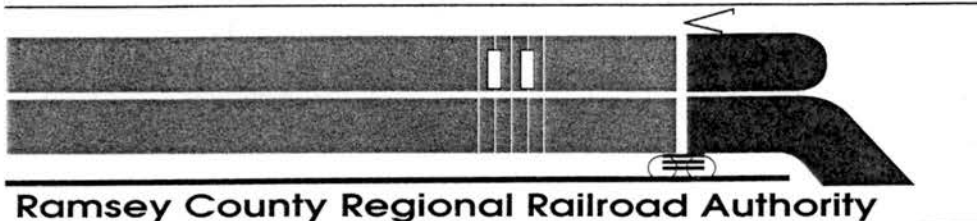
Need by Project





Next Steps

1. Rail Authority action on proposed 2003 budget on December 17, 2002.
 2. Issue bonds if Rail Authority decides to proceed.
-



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

December 17, 2002

1:30 p.m.

Third Floor Council Chambers, Courthouse

1. * Approve minutes from November 19, 2002 RCRRRA meeting and November 19, 2002 RCRRRA worksession
2. * Adopt 2003 budget and levy for Ramsey County Regional Railroad Authority
3. * Approve extension of \$26,522.50 contract with Lockridge Grindal Nauen P.L.L.P. for federal intergovernmental relations through June 30, 2003 at an additional cost of \$13,659.09 and authorize Chair to execute the contract amendment.
4. * Approve extension of \$3,715,280.60 grant contract (MnDOT Agreement #79608) with the Minnesota Department of Transportation for the Central Corridor Transit Study through December 31, 2003 at no additional cost and authorize the Chair to execute the contract amendment.
5. * Approve extension of contract with URS Corporation for the Central Corridor Transit Study through June 30, 2003 at no additional cost and authorize the Chair to execute the contract amendment.
6. * Approve extension of contract with Himle Horner, Inc. for the Central Corridor Transit Study through June 30, 2003 at no additional Cost and authorize the Chair to execute the contract amendment.
7. * Ratify payment to Metro Transit for Riverview Corridor Transit Improvements in the amount of \$54,853.31 for the period of 8/30/02 to 10/28/02.

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, November 19, 2002, in Council Chambers Third Floor Courthouse.

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

MEMBERS ABSENT: Commissioner Jan Wiessner

OTHERS PRESENT: Kathy DeSpiegelaere, Alicia Vap, Mary Ann Palmer,
Karen Tero, Julie Kleinschmidt, Marion Holly, Marlen
Johnson, Vern Wehlage, Jenny Johnson, Nick Riley, Tim
Mayasich, Steve Morris, Sandra Westerman, Paul
Kirkwold, Terry Speiker, Lisa Lee, Jane McClure, Kris
Longhenry

Chair Ortega called the meeting to order at 10:10 a.m.

1. Approve minutes from October 8, 2002 RCRRA meeting

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt to approve minutes of October 8, 2002 RCRRA Meeting.

Ayes – 6, Nays – 0
Motion accepted.

2. Approve John Choi as designated lobbyist for Ramsey County Regional Railroad Authority

Ayes – 5, Nays – 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority is a political subdivision of the State of Minnesota; and

WHEREAS, the Ramsey County Regional Railroad Authority from time to time employs multiple lobbyists to represent it before the State Legislature; and

WHEREAS, the Ramsey County Regional Railroad Authority has contracted with John Choi to act as a paid lobbyist on its behalf before the State Legislature; and

WHEREAS, the Campaign Finance and Disclosure Board of the State of Minnesota has promulgated Rules regarding the Reporting Requirements for lobbyists; and

WHEREAS, Rule 4511.0500 of the Campaign Finance and Disclosure Board requires that if an entity employs multiple lobbyists it must designate one lobbyist to report lobbyists disbursements made by the entity, and other matters; and

WHEREAS, John Choi has agreed to be the Ramsey County Regional Railroad Authority's designated lobbyist for the period of his contract and for the purpose of complying with the Rules of Campaign Finance and Public Disclosure Board, at no increase in compensation; Now Therefore Be It

RESOLVED, That John Choi is designated to report lobbyist disbursements and otherwise comply with the reporting requirements of Rule 4511.0500 of the Campaign Finance and Public Disclosure Board; and Be It Further

RESOLVED, That the Director of the Ramsey County Regional Railroad Authority is authorized to enter into an addendum to the contract with John Choi designating him as the Regional Railroad Authority's lobbyist, at no additional cost.

3. State legislative position on transportation

Kathy DeSpiegelaere reported that the Metropolitan Light Rail Joint Powers Board has recently modified its name to the Metro Transitways Development Board (MTDB) and has adopted a legislative package that is presented for consideration by the RCRRA. The package includes a referendum on a ten year multi-county metro service area sales tax of one-half cent, which would be used for both major transit capital and major highway improvements, a six-cent increase in the gas tax, and support of bonding for roads with the debt service to be paid from the new gas tax revenue. Kathy noted that the package also includes a new schedule for license tab fees, with the savings from the new schedule to be used for the Highway User Tax Distribution Fund, allowing the Motor Vehicle Excise Tax to be dedicated toward transit operation. Kathy continued that another piece is state funding for the priority transit corridors: Northstar will be seeking \$123 million in bonding for final design, construction and right of way; Central, \$10 million for a continuation of the final DEIS and Preliminary Engineering; Red Rock, \$1 million for Preliminary Engineering and Environmental Review; Cedar Avenue Corridor, \$3 million for Environmental Review and Preliminary Engineering; and Rush Line, \$1 million for bus improvements and Park & Ride facilities. Kathy stated that additional items approved by the MTDB relate to sales tax exemption on buses and rail rolling stock, construction costs and rail fuel, clarification of liability in insurance requirements relating to commuter rail, funding request for Midwest Regional Rail (high-speed rail from Minneapolis/St. Paul to Chicago) and for the Northwest Busway, and protection of the Regional Rail Authorities' interest and assets and strengthening of the partnership role in corridor development. Kathy added that Commissioner Haigh is the representative at the MTDB.

Commissioner Haigh commented that the MTDB had worked long and hard on the package, and it represents what they think is possible. She noted that the MTDB added the support of bonding for roads to reflect the support that Governor-Elect Pawlenty has indicated during the campaign, clarifying that the only way the MTDB would support the bonds was if there was a gas tax increase to pay for the debt service. Commissioner Haigh stated that the half-cent sales tax referendum was an issue discussed in great detail. She commented that Anoka County strongly believed that the multi-county service area should extend beyond the current seven county metro area and that the coverage extend to those jurisdictions actually served by transit and felt strong support for transit. Commissioner Haigh noted that there was debate about what share of the half-cent sales tax would go for transit capital and what share for transit highway improvements; at this time it was determined it should be left flexible. She stated that the choice to use six-cent for the gas tax increase was made because Minnesota would still not rank in the top 10 for gas tax rates. Commissioner Haigh said that a new license tab fee schedule for operating costs was supported by RCRRA last year and detailed information can be provided.

Commissioner McDonough asked about the half-cent sales tax and if discussion was held regarding how dollars would be counted (local match, state). Commissioner Haigh responded that she had raised that question, but the issue wasn't clarified. Kathy DeSpiegelaere added that the Anoka County representative felt strongly that there would still be a local match.

Commissioner Haigh commented that the Hennepin County representative had a similar position. Commissioner Haigh stated it was her belief that the more difficult political problem—getting a referendum to the ballot and working with partners to see more transit investments that make sense—was most important. She added that the MTDB did not address any gas tax distribution or formula issues.

Commissioner Bennett commented that if the half-cent sales tax were divided 50% for transit and 50% for roads, he would be concerned that the state would spend money for roads statewide and wants to ensure that part of the sales tax revenue comes back to the metro area. Commissioner Haigh noted this would be a supplement to the current gas tax distribution formula for roads, a portion of which comes to metro area counties.

Commissioner Haigh clarified that a portion of the gas tax increase revenue would be dedicated to pay the debt service on the bonds. She noted that bonding for roads and using the gas tax revenues to pay for debt service is going to have more infusion of new capital for roads than in a traditional "pay-as-you-go" scenario.

Chair Ortega asked if the gas tax increase is to pay for debt service for roads. Commissioner Haigh responded that part of it would, and part would be used for what current gas tax increases are used for, which are road projects and maintenance. Tim Mayasich, Ramsey County Public Works, contributed that the Trunk Highway portion of the total amount would be used to retire the bonds, and the remainder would be divided between cities and counties as a new source of funding for highways. Chair Ortega further clarified that this package proposes that some percentage of the sales tax and all of the gas tax increase would go for roads, but only a portion of the sales tax would go for transit capital. He added that the transit capital would likely be used for the state's local share of a transit project, but that the county would have to depend on property tax for their local share. Tim Mayasich noted that staff has calculated that the gas tax increase would bring in approximately \$2 million into the State Aid account for roads in Ramsey County, but no proceeds for transit or rail.

Commissioner Bennett clarified that there was no actual decision made on the part of the MTDB regarding the split of the half-cent sales tax. Commissioner Haigh responded that she had proposed a 50% transit/50% roads split, which was not agreed to by the other members. She noted that it is important to work with business and other partners, since many would rather have a 75% transit/25% roads split.

Commissioner Rettman asked how many counties would be in the sales tax referendum. Commissioner Haigh replied that the number of counties was specifically left ambiguous, but definitely more than seven. She added that the intent was to leave it open and work with representatives of the various counties. She continued that the real issue is the distribution of the proceeds to a bigger pool. Commissioner Rettman asked about the six-cent increase in gas tax, indicating this increase could be on the table as a possibility for adjusting the revenue currently in the budget deficit and questioned if there were discussions about that possibility. Commissioner Haigh noted that the gas tax is constitutionally dedicated to roads and can't be used to fill a General Fund hole. Commissioner Rettman stated that some dollars could be moved. Commissioner Haigh replied that their intent was to infuse new investment in roads and that new funding not be used as a budget replacement tool. Chair Ortega noted that the MTDB currently only represents the seven county metro area. He stated that the issue becomes recruiting others to come on board with the sales tax and regardless of what the package states, the six-cent increase could be used to help plug the budget deficit.

Commissioner Reinhardt commented on the license tab fees and said that the original approach outlined by Governor Ventura was two-pronged: reducing license tab fees and a proposal for raising a tax to supplement tab fee revenue. She noted that the tab reduction took place, but the tax increase failed and created a hole in the budget.

Commissioner McDonough noted he is disappointed with the recommendations from the MTDB, given that the majority of the funds are earmarked for roads. Chair Ortega agreed and suggested the RCRRA promote a higher percentage split for the sales tax. Commissioner Haigh responded that the license tab fee restructuring would raise approximately \$100 million a year in transit operations. Commissioner McDonough commented that it is operations funding, but not capital. Commissioner Haigh provided numbers on the metro-wide sales tax: half-cent sales tax increase would provide \$217,002,005 for 10 years which could come to \$2 billion allocated for both roads and transit capital annually. Commissioner McDonough noted disappointed that not more of the package is dedicated to transit.

Chair Ortega commented that none of the proposed funding is for local match. He asked what would the distribution to us eventually be and was there discussion about the sales tax being used for transit capital as a 50/50 split between localities for the seven county area, and the state. Commissioner Haigh replied she raised the issue and the response from both Anoka and Hennepin was they were not prepared to designate any portion for a local match at this time, and the idea was to get a dedicated funding source of state dollars for capital projects. She believes this issue should be in the mix and raises the issue often. Commissioner Rettman suggested the RCRRA create their own agenda rather than going along with the MTDB. Commissioner Haigh commented that she understands Commissioner Rettman's concerns, and that being in an alliance can be a compromise. Commissioner Haigh noted that the new political message is "no new taxes", yet the MTDB is proposing an increase in sales tax after a referendum - which is the key selling point. She stated that bonding is the new Governor's vision for creating additional funding for roads and using General Fund dollars to pay for the debt service. Commissioner Haigh added that the items proposed are beyond where the new administration may be.

Chair Ortega conveyed his concern of relying on property tax when the county is facing a 10% decrease from the state. With core responsibilities of Health and Human Services and Corrections, gaps at the county will have to be filled. He noted that we must keep a balanced approach moving forward and the MTDB proposal works well for Anoka and Hennepin, but may not work well for Ramsey.

Commissioner McDonough responded to Commissioner Rettman's comments that he would prefer a different mix, but it would not be wise at this stage because the package was already approved by the MTDB. He feels there should have been discussion at the Regional Railroad Authorities. He noted that we could take a different position, but doesn't believe that would be effective and agreed with Commissioner Haigh that alliances will be our strength in the upcoming legislative session. He feels RCRRA should have had the opportunity to offer feedback prior to the MTDB approval.

Commissioner Reinhardt summarized two key points on which the proposal is silent: the sales tax has to be used as a state match or a local match with two counties believing it would be state and Commissioner Haigh indicated Ramsey County would like to use it as local match; on the other issue regarding the split of the sales tax revenue to roads and transit, the MTDB remained silent, which could be an indication that once it gets to the legislature, the RCRRA could speak to specific county wishes. She feels we can and should do that at the county level because the package is not specific. Commissioner Haigh noted that the discussion was that at this stage in the legislative process, we will put out an initial position that we can work on with our legislators, and there will be significant discussions.

Chair Ortega commented that he agreed with Commissioner McDonough, but if a referendum is to stand a chance, the clearer it is in terms of the return, the better a chance it has of passing. Commissioner McDonough asked if the MTDB is asking for the Regional Railroad Authorities' support. Commissioner Haigh responded that RCRRA is being asked to adopt the MTDB package, with changes if necessary.

Motion by Commissioner McDonough, seconded by Commissioner Haigh for the RCRRA to support the MTDB package, and indicated his expectation that Commissioner Haigh would be a strong advocate for RCRRA's concerns regarding the issues discussed.

Ayes – 5, Nays – 1
Motion accepted.

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

WHEREAS, Ramsey County Regional Railroad Authority is supportive of rail and transit development and highway and roadway improvements; and

WHEREAS, the Metro Transitways Development Board works to provide a coordinated regional approach to rail and transit development, from policy creation to legislative proposals; and

WHEREAS, the Metro Transitways Development Board has prepared a 2003 Legislative Proposal which includes support for:

- Referendum on a 10-year one-half cent metro-wide sales tax for major transit capital and highway improvements;
- Six-cent gas tax increase for road improvements;
- Accelerated highway bonding for highway and road improvements with debt service paid from new gas tax revenues;
- New license tab fee schedule for transit operations;
- State funding for the Northstar project (\$123.2 million), Central project (\$10m), Red Rock project (\$1m), Cedar project (\$3m), Rush Line project (\$1m), high speed rail from Minneapolis/St. Paul to Chicago, and Northwest Busway;
- Sales tax exemption on acquisition of rail rolling stock, buses, construction costs and rail fuel;
- Legislative clarification of liability issues and insurance requirements relating to the construction and operation of commuter rail; and
- Protection of regional railroad authorities' interests and assets, and strengthening their partnership role in corridor development; and

WHEREAS, the Metro Transitways Development Board 2003 Legislative Proposal is supportive of roadway improvements, better bus service and new transitways; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority supports the Metro Transitways Development Board 2003 Legislative Proposal.

4. Riverview Corridor Bus Shelter location update.

Kathy DeSpiegelaere provided a list of bus shelters being put in on the Riverview Corridor. The RCRRA was successful in obtaining funds to be used, along with some City funds, for bus shelters along West Seventh St. and East Seventh St. There are seventeen specific locations included in the packet for bus shelters and for lighting to be put into shelters. The locations are between Maynard Dr and Hope Street. Commissioner Bennett asked how many have been installed. Kathy replied that none are in yet. Discussion was held regarding some recent publicity about the safety of shelters.

5. Ratify quarterly report of payments for April 1, 2002 to September 30, 2002.

Motion by Commissioner McDonough, seconded by Commissioner Haigh to ratify quarterly report of payments for April 1, 2002 to September 30, 2002.

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of April 1, 2002 through September 30, 2002 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.

Chair Ortega adjourned the meeting at 11:00 a.m.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY WORKSESSION

The Ramsey County Regional Railroad Authority met on Tuesday, November 19, 2002, in Council Chambers Third Floor Courthouse.

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

MEMBERS ABSENT: Commissioner Jan Wiessner

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Alicia Vap, Mary Ann Palmer, Karen Tero, Julie Kleinschmidt, Marion Holly, Marlen Johnson, Vern Wehlage, Nick Riley, Tim Mayasich, Steve Morris, Sandra Westerman, Paul Kirkwold, Terry Speiker, Lisa Lee, Jane McClure, Kris Longhenry

Chair Ortega called the meeting to order at 11:00 a.m.

1. Proposed bonding for Ramsey County Regional Railroad Authority

Kathy DeSpiegelaere noted that the RCRRA had recently certified the maximum levy and asked for a work session about the levy proposal. She presented a summary of the background of the levy.

Commissioner Rettman asked for clarification on the cost estimate by project. Kathy responded that the chart shows aggregate capital costs that would be Ramsey County's share.

Kathy DeSpiegelaere commented that next steps following the work session would include the RCRRA taking action on the proposed 2003 budget on December 17; no action is needed today. She added that additional action will be taken if the RCRRA decides to proceed when it is time to issue the bonds.

Commissioner Haigh asked for review of the federal funding cycle and timing of budget years. Kathy DeSpiegelaere replied that the six-year federal transportation bill is being written and is expected to be adopted late next year. Kathy continued that it sets the stage for allocating funds to Corridors. Kathy stated that there is a separate process that occurs annually whereby those funds are made available. Chair Ortega asked what the earliest need for funds would be and how much would be needed? Kathy answered that the projections are:

2003	\$8 million (Rush Line match to federal funds for Park & Rides and Multi-modal hub)
2004	12 million (Rush Line, Red Rock, NE Diagonal and Multi-modal hub)
2005	57 million (construction funding for Central, Red Rock, Rush Line and Multi-modal hub)

Kathy added that \$2 million for Red Rock would match federal funds to do engineering work and Northeast Diagonal funds would be for right of way acquisition.

Commissioner Bennett noted that the numbers shown are for Ramsey County's match. He asked what would happen if there were no match from the State. Kathy DeSpiegelaere indicated that, depending on the particular project, the lack of support on some projects would mean the funds from the levy would not be needed. She indicated that Rush Line could move forward without State support, as could Northeast Diagonal and the Hub. Central and Red Rock would need State support. Commissioner Ortega asked how much State money would be needed for Red Rock and Central. Kathy said she would need to calculate that figure. Commissioner Haigh noted that on Central, a total of \$336 million would be needed from the State share, and \$420 million from the Federal government.

Commissioner McDonough stated his support, and asked that the RCRRA support the uniform levy funding of the \$140 million. He noted that one reason is the cost savings of \$14.7 million over the term of the levy. He also commented that if the Corridors are important, the RCRRA must step up to the challenge and be leaders for transit. Commissioner Haigh agreed and has talked with constituents about traffic congestion and transit investments and stated that leadership and partnerships will be more important than ever. She added that the proposed levy presents a balanced, reasonable investment over the next decade without spikes in any given year and that it is powerful to make the funding requests to the State and other agencies after taking funding steps of our own.

Commissioner Reinhardt noted that the RCRRA voted last year to go out with \$50 million in bonds specifically for the hub, and then didn't move forward because of trying to pull everything together. She commented that at that point, the RCRRA was ready to go forward with just that one and looking at the bond levy, the biggest con is that it is happening all at once. She stated that when looking at others, such as the criminal justice campus, and the Public Works facility, there were attempts to level it out so there weren't spikes, but given how the market is now, that will save a lot of money. Commissioner Reinhardt stated that it is an incredible hit in one year, and is hard to sell but ultimately, the investment will save the taxpayers money. She continued that trying to take the jolts away, and look at what is actually meant to be accomplished, this is a better way is to level it out. She felt that the question Commissioner Bennett raised is important; we know the other projects are definite and we need to ensure that this is money we're really going to be able to spend. She commented that how much is contingent on the State is an important question, but about half of it doesn't have to do with State funding.

Chair Ortega noted that given the election results and the budget deficit, we don't need to lose the momentum. He commented that if all the State match came through through 2005, it would be \$77 million and if we bond now we can always continue bonding.

Commissioner Bennett noted that he had voted affirmatively earlier in order to get discussion going, but would like to see some public discussion because he has received phone calls from constituents, sharing concerns and asking for public testimony to be heard. He is concerned about the State shortfall that could directly impact the County and regarding the levy, the documentation states that the State could appropriate any Rail Authority funds including bond proceeds at any time. He noted that that happened to the Metropolitan Mosquito Control a few years ago. He commented that the documentation continues that the State could appropriate the funds and still require the County to pay the debt. He added that the concept of the proposal and the intentions are great but we would have control over the other projects mentioned previously. He stated that the \$50 million for the Depot was originally thought to be enough, with or without any partners' financial help, but in looking at the proposals, we will need the State to come in with some funds, and in this political climate which is not inclined to do anything in the area of light rail he agrees with Chair Ortega that the levy should be for a smaller, more controllable amount that doesn't require partners.

Commissioner McDonough commented on the public process and noted that he has received only one e-mail, which came from St. Paul City Councilmember Blakey. Commissioner McDonough stated that the proposed levy has been public since August and he has been in the

community discussing it. He added that additionally, there will be the Truth in Taxation hearing prior to the proposal being approved and feels the public has not been shortchanged in it's ability to comment. Commissioner Bennett noted that he has received calls from his constituents since receiving their Truth in Taxation statements, with one person noting a \$100 per year increase. Commissioner McDonough shared that he has not heard from one person or one group in the community who is in opposition and neither has he encountered many who state they support it. His sense is that they are looking to the RCRRA for leadership and it requires a lot of information and a lot of knowledge to make a good decision; many people in the community recognize that.

Commissioner Reinhardt stated the process is no different than the process for the County Board budget. She has received a couple of calls with questions and concerns after residents received their Taxation statements, and noted that the Commissioners must take into account what they hear from constituents. She commented that no one has said there is anything wrong with the process.

Commissioner Rettman indicated that, unlike other budget hearings, this item had been discussed only in a workshop, not in a RCRRA meeting. She has heard enormous feedback on the issue, mainly because there have been a number of meetings on Central Corridor and other projects. She stated that the responsibilities of the Commissioners is to bring their constituents' concerns to the table and some of the concerns she has heard had to do with the public not being aware it was coming, given that the levy work was done in workshops. She commented that having been at the original Truth in Taxation meeting where people got heated, she recommended that the levy should not be allowed to fall away from the other items. She has no problem with scheduling a public hearing.

Chair Ortega commented that he has not received any negative calls from any constituents. He is trying to be a good steward, looking into the future, and anticipating what might happen next year. He stated that as much as he is a transit advocate, his core responsibilities are Health and Human Services and Corrections, but wants to find the balance in keeping the transit agenda moving forward while having some flexibility to deal with what could be a big issue in the County budget. He suggested that with the levy now, another 5 or 6% on the Rail Authority, and next summer start looking at another 7% levy, would be a big impact on property and there could be a backlash on transit, putting the agenda further behind. He recommends going for what is needed now, assess the legislature, keep transit moving, and recognize the total levy isn't needed now.

Commissioner Haigh noted that the proposal denotes a staggered bond sale with additional dollars levying in a pay as you go approach. Chair Ortega replied that if the RCRRA chose a pay as you go approach, a levy would be sufficient rather than a bond. Commissioner Haigh asked that Julie Kleinschmidt review the proposal for the RCRRA, which she did, including both the stepped levy and the uniform levy scenarios. Commissioner Rettman noted that a uniform levy presupposes a levy for the entire total over the course of 10 years and she interpreted Commissioner Reinhardt's comments to be a suggestion that the RCRRA issue just \$50 million. She asked what would that cost be over a 20-year issuance? Julie noted that under the proposed scenario, the RCRRA would not be committed to issuing anything after the \$50 million and there would be an option to reduce the levy to just pay the debt service on that \$50 million if other funds were necessary, or to keep the levy in place and accumulate the cash. Julie added that issuing bonds later on would not be required.

Commissioner Haigh clarified that after the first bond sale for \$50 million, there would not be another decision about a second issuance until 2006. Commissioner Reinhardt noted that \$15 million in reduced cost is what the proposal outlines but the difficulty is that there is no way to know whether all the money will be spent and suggested that it would be a good idea to get more information from Kathy DeSpiegelaere on what portion would have to come from the State in order to spend the money on the different projects.

Commissioner Rettman cautioned the other Commissioners that once the bonds are issued, some arbitrage things come into play on repayment and noted that if none of the other match dollars happen, the taxpayers are still left with paying until the bond is defeased.

Chair Ortega asked Kathy DeSpiegelaere about a letter he received regarding payment for the Central Corridor study from Mn/DOT. Kathy described the letter as a reiteration of the promise of funds that had previously been promised which would fund \$9 million for Preliminary Engineering for Central. She pointed out that the \$9 million is not new money. Commissioner Bennett asked if the funds had been received yet and Kathy answered no. Commissioner Bennett asked what happens to funds levied and acquired but not spent and if the State could take the funds. Julie noted that most likely there would be bond covenants that would restrict to some degree what that money could be spent for.

Commissioner McDonough asked about last year's strategy presentation about the new Anoka County Board. Commissioner Bennett suggested a meeting with the new State legislators assigned to the Transportation Committee. He also asked that the RCRRA hear from the public.

Chair Ortega adjourned the workshop at 12:00 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

12/10/02
Date

Board Action Requested

Adopt 2003 budget and levy for Ramsey County Regional Railroad Authority.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Memorandum from K. DeSpiegelaere dated 12/10/02
2. Proposed resolution
3. Proposed budget information

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

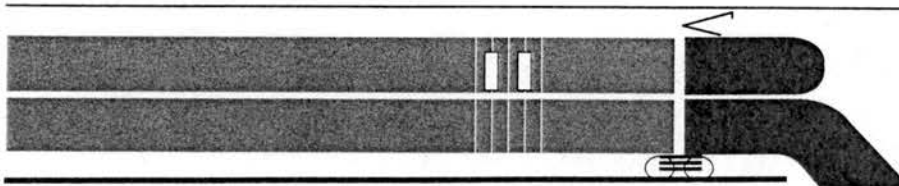
December 17, 2002

Board Date

Kristine A. Longhenny
Signature

December 12, 2002

Date



Ramsey County Regional Railroad Authority

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

Memorandum

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

From: Kathryn DeSpiegelaere, Director

Subject: Proposed 2003 Budget

Date: December 10, 2002

The 2003 Regional Railroad Authority budget is presented for your approval. A tax levy is proposed for the Regional Railroad Authority in the amount of \$x.

The 2003 budget of \$x is proposed to be funded from \$x which includes bond proceeds, interest income and rental income credited to the Regional Railroad Authority and \$x from the proposed tax levy. The budget includes an operating fund of \$930,762.

This budget will allow continuation of Regional Railroad activities. Programs in 2003 are anticipated to include:

- Working on the downtown St. Paul transit station
- Staffing the Central Corridor Transit Study
- Staffing the Rush Line work
- Assisting in staffing the Red Rock Corridor work



- Staffing the statutorily required Metro Transitways Development Board; executing tasks required by the Board
- Monitoring state and federal legislation relating to transit
- Negotiating for purchase of right of way
- Monitoring state and regional transportation plan development and advocating for inclusion of projects important to Ramsey County
- Managing 6.5 miles of right of way owned by the Rail Authority

Recommendation:

The 2003 budget will be adopted on December 17, 2002. The tax levy for the Regional Railroad Authority in 2003 is \$x. Approval of the proposed budget is requested.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

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

WHEREAS, The Ramsey County Regional Railroad Authority established the proposed net tax levy of \$9,400,000 by Resolution R02-30, September 10, 2002, for the Truth in Taxation Law to finance the 2003 budget; and

WHEREAS, The Ramsey County Regional Railroad Authority wishes to continue to improve access to transit services in the region with other agencies, including the Metropolitan Council and other county regional railroad authorities; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the 2003 budget and that there be levied upon all taxable property in Ramsey County for the taxes payable year 2003 a tax rate percentum necessary to raise a tax levy of \$x as follows:

Total tax levy \$

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary

Kathryn DeSpiegelaere, Director

665 RCGC-West

(651)266-2762

REGIONAL RAILROAD AUTHORITY

MISSION STATEMENT

Ramsey County Regional Railroad Authority is dedicated to a long-range vision of transit services to meet changing needs for today and for succeeding generations.

The Authority strives to shape the future of Ramsey County and the region by preserving options for rail transit corridors and by providing rail transit services.

The Authority shall respond to the changing transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.

The Authority is committed to planning of integrated transportation services in cooperation with other agencies.

The Authority will encourage continuing community participation in its deliberations and decision-making process.

ADDITIONAL INFORMATION

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

The registered office of this Authority shall be situated in St. Paul, County of Ramsey, Minnesota.

Neither the State of Minnesota, the County of Ramsey, nor any other political subdivision is liable for obligations of the Authority.

There will be an appropriate citizen participation component, including municipalities, in the rail authority process.

The corporate existence was created and filed with the Secretary of State, Minnesota, on June 9, 1987.

ORGANIZATION

The Ramsey County Regional Railroad Authority consists of the seven Ramsey County Commissioners.

PROGRAM/SERVICE ALLOCATION (PROPOSED)

REGIONAL RAILROAD AUTHORITY

Program/Service	Mand./ Discr.	Performance Measure(s)	2003 Proposed			
			FTE's	Budget	Financing	Levy
Administration (RCRRA)	D	0	0.00	897,312	210,600	686,712
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	D	0	0.00	31,950	15,000	16,950
Projects & Grants						
Rush Line Corridor	D	0	0.00	1,500	0	1,500
Riverview Transit Improvements	D	0	0.00	0	0	0
RCRRA Debt Service \$50 Million Bond Issue	LO	0	0.00	3,921,619	0	3,921,619
RCRRA Capital Projects Capital Improvements	D	0	0.00	55,133,564	50,660,000	4,473,564
			0.00	59,985,945	50,885,600	9,100,345

SUMMARY

		Levy %	FTE's	Budget	Financing	Levy
Total Mandated	M	0.0%	0.00	0	0	0
Total Mandated/Discretionary	M/D	0.0%	0.00	0	0	0
Total Discretionary/Mandated	D/M	0.0%	0.00	0	0	0
Total Discretionary	D	56.9%	0.00	56,064,326	50,885,600	5,178,726
Total Legal Obligations	LO	43.1%	0	3,921,619	0	3,921,619
			0.00	59,985,945	50,885,600	9,100,345
2002 Approved Budget			0.00	2,560,500	2,260,500	300,000
Inc/(Dec) from Previous Year			0.00	57,425,445	48,625,100	8,800,345
% Inc/(Dec) from Previous Year			0%	2242.7%	2151.1%	2933.4%

KEY: M = Program and Service Level is Mandated; M/D = Program is Mandated, Service Level is Discretionary; D/M = Program is Discretionary, Service Level is Mandated; D = Program and Service Level is Discretionary; and LO = Legal Obligations

PROGRAM/SERVICE ALLOCATION (PROPOSED)
CHANGE FROM PREVIOUS YEARS APPROVED

REGIONAL RAILROAD AUTHORITY

Program/Service	Change from 2002 Approved			
	FTE's	Budget	Financing	Levy
Administration (RCRRA)	-	245,168	(162,900)	408,068
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	-	(6)	3,000	(3,006)
Projects & Grants				
Rush Line Corridor	-	100	-	100
Riverview Transit Improvements	-	(1,875,000)	(1,875,000)	-
RCRRA Debt Service				
\$50 Million Bond Issue	-	3,921,619	-	3,921,619
RCRRA Capital Projects				
Capital Improvements	-	55,133,564	50,660,000	4,473,564
Inc(Dec) from Previous Year	-	57,425,445	48,625,100	8,800,345
% Inc(Dec) from Previous Year		2242.7%	2151.1%	2933.4%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OVERALL BUDGET SUMMARY

	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Expenditure/Appropriation	2,516,793	2,560,500	59,985,945	59,985,945	
Revenue/Estimated Revenue	503,435	2,260,500	50,885,600	50,885,600	
Fund Balance	1,813,358	-	-	-	
RCRRA Tax Levy	200,000	300,000	9,100,345	9,100,345	
Allowance for Uncollectible Taxes	4,000	6,000	299,655	299,655	
Total RCRRA Tax Levy	204,000	306,000	9,400,000	9,400,000	

Inc/(Dec) From Previous Year			9,094,000	9,094,000	
% Inc/-Dec From Previous Year			2971.9%	2971.9%	

EXPENDITURE/APPROPRIATION SUMMARY BY FUND

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
12501	RCRRA Operating Fund	2,516,793	2,560,500	930,762	930,762	
16801	RCRRA Debt Service Fund	-	-	3,921,619	3,921,619	
17801	RCRRA Capital Projects	-	-	55,133,564	55,133,564	
Total Expenditure/Appropriation RCRRA		2,516,793	2,560,500	59,985,945	59,985,945	

Inc/(Dec) From Previous Year			57,425,445	57,425,445	
% Inc/-Dec From Previous Year			2242.7%	2242.7%	

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY FUND

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
12501	RCRRA Operating Fund	503,435	2,260,500	225,600	225,600	
16801	RCRRA Debt Service Fund	-	-	-	-	
17801	RCRRA Capital Projects	-	-	50,660,000	50,660,000	
Total Revenue/Estimated Revenue		503,435	2,260,500	50,885,600	50,885,600	

Inc/(Dec) From Previous Year			48,625,100	48,625,100	
% Inc/-Dec From Previous Year			2151.1%	2151.1%	

FUND BALANCE SUMMARY

Dec/(Inc) Northeast Corridor-ROW	2,060,390	-	-	-	
Dec/(Inc) Adjustment to actuals	(247,032)	-	-	-	
Total Fund Balance	1,813,358	-	-	-	

MAJOR CHANGES (PROPOSED)**RAMSEY COUNTY REGIONAL RAIL AUTHORITY**

LISTED BELOW ARE THE MAJOR ITEMS THAT HAVE CONTRIBUTED TO CHANGES IN THE DEPARTMENT'S APPROPRIATION AND FINANCING OVER THE PREVIOUS YEAR. THIS MAY NOT EQUAL THE DIFFERENCE OVER 2002 AS ONLY THE MAJOR CHANGES ARE LISTED HERE.

Description	2003 Budget	2003 Financing	2003 Levy
Operating Budget inc/(dec) over 2002	245,162	(159,900)	405,062
Special Projects inc/(dec) over 2002	(1,874,900)	(1,875,000)	100
Debt Service inc/(dec) over 2002	3,921,619	0	3,921,619
Capital Improvements inc/(dec) over 2002	55,133,564	50,660,000	4,473,564
Adjusted inc/(dec) over 2002	57,425,445	48,625,100	8,800,345
% Inc/-Dec over 2002	2242.7%	2151.1%	2875.9%

OPERATING BUDGET:

1 Contingent	70,131	0	70,131
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To provide funds for professional services that may be needed in 2003 in relation to the \$50 million bond issuance and for special needs or projects which could include planning, engineering or outreach activities in 2003.

2 Support Services	42,741	0	42,741
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There is an anticipated increase in the cost of legal services provided by the County Attorney's Office and accounting services provided by the Budgeting & Accounting Office due to the increase in the budget as a result of the planned issuance of the \$50 million in bonds.

3 Interest on Investments	0	(162,900)	162,900
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There is a decrease in the estimated amount of interest on investments that will be earned in 2003 due to the anticipation that less cash will be available to invest and lower interest rates. The interest rates that the County is currently receiving on investments are at a 40-year low. Also, allocation of interest earnings to the various funds was changed from the overall portfolio rate to the rate of the chosen benchmark, the one-year Treasury index.

4 County Project Management Services	56,741	0	56,741
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Includes \$50,000 to assist the Authority in transportation planning assistance on funding issues.

MAJOR CHANGES (PROPOSED)**RAMSEY COUNTY REGIONAL RAIL AUTHORITY**

Description	2002	2002	2002
	Budget	Financing	Levy
5 Information Services	50,000	0	50,000

Funds for LOCATE to provide information for public meetings and follow up work.

SPECIAL PROJECTS

1 Riverview Transit Improvements	(1,875,000)	(1,875,000)	0
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This was a one-time grant in 2002 from the Minnesota Department of Transportation (Mn/DOT) for the purpose of constructing transit improvements of bus shelters, lighting and benches along East and West Seventh Streets and in downtown Saint Paul. The estimated completion of this project is September 30, 2003.

RCRRA DEBT SERVICE

1 Bond Principal & Interest Costs	3,921,619	0	3,921,619
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Regional Railroad Authority Resolution R01-17, dated November 6, 2001, stated "That for reasons of economic stimulus and investment in transportation choices for the future, will sell bonds in 2002, in the amount of \$50 million for the acquisition, restoration, and/or refurbishment of a downtown Saint Paul transit, transportation and rail center, which could include the Saint Paul Union Depot, for the east metropolitan area.

The 2003 proposed amount is based on the information received from Springsted, Inc., the Authority's financial advisor, on the estimated debt service cost for the \$50 million bond issue. The proposal is based on a "level" annual property tax levy of \$8,395,183. The tax levy would finance the annual debt service costs and also provide levy funds in the early years for capital

RCRRA CAPITAL PROJECTS

1 Capital Improvements	55,133,564	50,660,000	4,473,564
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The estimated cost of Regional Rail transit projects from now until the year 2012 is \$140 million. It is anticipated that the total cost would be financed partially through the issuance of General Obligation Bonds and the balance through tax levy. Financing the projects with tax levy saves the annual debt service costs over the length of the bond issue.

TOTAL	57,399,796	48,622,100	8,777,696
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
RCRRA Operating Budget

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	312,910	652,144	897,312	897,312	
150106	NE Corridor Maintenance Kellogg to Beam	2,132	31,956	31,950	31,950	
	Total Operations	315,042	684,100	929,262	929,262	
SPECIAL PROJECTS						
150111	Red Rock Corridor	70,000	-	-	-	
150180	Northeast Corridor - Right of Way (ROW)	2,060,390	-	-	-	
150180	Northeast Diagonal Corridor	70,000	-	-	-	
150180	Rush Line Corridor	1,361	1,400	1,500	1,500	
150180	Riverview Transit Improvements	-	1,875,000	-	-	
	Total Special Projects	2,201,751	1,876,400	1,500	1,500	
	Total Expenditure/Appropriation RCRRA	2,516,793	2,560,500	930,762	930,762	

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	487,683	373,500	210,600	210,600	
150106	NE Corridor Maintenance Kellogg to Beam	15,729	12,000	15,000	15,000	
	Total Operations	503,412	385,500	225,600	225,600	
SPECIAL PROJECTS						
150180	Northeast Corridor - Right of Way (ROW)	-	-	-	-	
150180	Rush Line Corridor	23	-	-	-	
150180	Riverview Transit Improvements	-	1,875,000	-	-	
	Total Special Projects	23	1,875,000	-	-	
	Total Revenue/Estimated Revenue	503,435	2,260,500	225,600	225,600	

Fund Balance - Dec/(Inc) Northeast Corridor-ROW 2,060,390
Fund Balance - Dec/(Inc) Adjustment to actuals (247,032)

RCRRA TAX LEVY SUMMARY

Tax Levy	200,000	300,000	705,162	705,162	
Allowance for Uncollectible Tax (2%)	4,000	6,000	14,103	14,103	
Net Tax Levy	204,000	306,000	719,265	719,265	
Inc/(Dec) From 2002			413,265	413,265	
% Inc/(Dec) From 2002			135.1%	135.1%	

10

Kathryn DeSpiegelaere

665 RCGC-West

(651)266-2762

MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150101 – ADMINISTRATION**

STATEMENT OF MISSION

To provide overall administration consistent with the Railroad Authority's mission and direction provided by the Board of the Regional Railroad Authority.

OBJECTIVES

1. To advocate for transit services to meet changing needs for today and for succeeding generations.
2. To respond to the transit needs of the County's citizens in a manner that is sensitive to the financial impact to County taxpayers.
3. To plan integrated transportation services in cooperation with other agencies.
4. To encourage community participation in Rail Authority deliberations and decision-making processes.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Approved	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	302,163	485,295	668,032	668,032	
430000	Supplies	2,251	4,050	4,050	4,050	
440000	Capital Outlay	8,496	12,700	5,000	5,000	
470000	Contingent	-	150,099	220,230	220,230	
Total Expenditures/Appropriations		312,910	652,144	897,312	897,312	
Inc/(Dec) From Previous Year				245,168	245,168	
% Inc/(Dec) From Previous Year				37.6%	37.6%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Approved	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
318000	Revenue from Use of Money/Property	481,833	373,500	210,600	210,600	
319000	Other Revenues	5,850	-	-	-	
Total Revenues/Estimated Revenues		487,683	373,500	210,600	210,600	
Inc/(Dec) From Previous Year				(162,900)	(162,900)	
% Inc/(Dec) From Previous Year				-43.6%	-43.6%	
Fund Balance - Dec/(Inc) Adjustment to actuals		(212,571)	-	-	-	
RCRRA TAX LEVY		37,798	278,644	686,712	686,712	
Inc/(Dec) From Previous Year				408,068	408,068	
% Inc/(Dec) From Previous Year				146.4%	146.4%	

EXPENDITURE/APPROPRIATION DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OPERATING CAPITAL OUTLAY</u>						
441204	Office Furniture & Equipment	-	7,500	-	-	-
441206	Communications Equipment	-	-	-	-	-
441211	Data Processing Equipment	8,496	5,200	5,000	5,000	-
441215	PC Software	-	-	-	-	-
442201	Remodeling	-	-	-	-	-
	Total Operating Capital Outlay	8,496	12,700	5,000	5,000	-
<u>CONTINGENT</u>						
471101	Contingent Appropriations	-	150,099	220,230	220,230	-
	Total Contingent	-	150,099	220,230	220,230	-
	Total 150101 - Administration	312,910	652,144	897,312	897,312	-

REVENUE/ESTIMATED REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59101-ADMINISTRATION

Code	Title	2001 Approved	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>REVENUE FROM USE OF MONEY & PROPERTY</u>						
318102	Interest on Investments	481,833	373,500	210,600	210,600	-
	Total Revenue from Use of Money/Prop.	481,833	373,500	210,600	210,600	-
<u>OTHER REVENUES</u>						
319103	Recovery-Current Year's Expense	5,850	-	-	-	-
	Total Other Revenues	5,850	-	-	-	-
<u>TAXES & PENALTIES</u>						
314618	Market Value Homestead Credit	-	-	-	-	-
321804	Fiscal Disparity	-	-	-	-	-
322101	Current-RE & PP	199,339	300,000	-	-	-
322102	Current-Mobile Homes	277	-	-	-	-
322103	Delinquent Re & PP	133	-	-	-	-
322104	Delinquent Mobile Homes	7	-	-	-	-
322110	HRA Shelter Rentals	122	-	-	-	-
322111	Gov't Acquired Property Rental	18	-	-	-	-
	Total Taxes & Penalties	199,896	300,000	-	-	-
	Total 150101 - Administration	687,579	673,500	210,600	210,600	-

EXPENDITURE/APPROPRIATION DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OTHER SERVICES AND CHARGES</u>						
421102	State Auditor	2,356	2,400	4,000	4,000	
421103	Budgeting & Accounting Services	7,033	7,000	30,000	30,000	
421208	County Attorney Services	15,235	12,000	25,000	25,000	
421402	Data Processing Services-MTCE	3,606	4,600	4,900	4,900	
421501	Consulting Services	-	60,000	60,000	60,000	
421506	Legislative Representative	25,750	50,000	70,000	70,000	
421511	County Project Management Services	156,496	203,422	260,163	260,163	
421519	Clerical Services	15,542	15,000	15,000	15,000	
421520	Microfilm / Microfiche Processing	161	-	200	200	
421527	County Manager Services	2,995	10,000	10,000	10,000	
421528	Management & Information Svcs	-	-	50,000	50,000	
421602	Advertising & Promotion	220	-	-	-	
421603	Printing & Stationery	1,661	5,375	5,644	5,644	
421701	Postage	1,769	2,000	2,100	2,100	
421706	Telephone Long Dist Charges	105	200	210	210	
421707	Telephone-Local Service	2,203	2,200	2,310	2,310	
421710	Telephone-Cellular	977	1,600	1,680	1,680	
421712	Pager Services	64	65	68	68	
422402	Building & Office Space	12,662	12,883	12,883	12,883	
422403	Parking Space	2,104	2,600	2,730	2,730	
422601	Equipment & Machinery Repairs	1,151	2,000	2,100	2,100	
423101	Tuition	-	1,000	1,050	1,050	
423111	Employee Development	300	500	500	500	
424107	Liability & Property Damage-Ins	2,202	2,400	2,950	2,950	
424302	Membership & Dues	6,028	5,500	20,000	20,000	
424303	Conference & Seminar Expenses	21,854	20,000	20,000	20,000	
424304	Other Travel	985	10,000	10,000	10,000	
424305	Volunteer/Committee Meeting Expense	74	200	210	210	
424306	Meeting Expense Account	633	3,000	3,150	3,150	
424501	Mileage	1,580	3,000	3,150	3,150	
424507	Messenger Service	195	850	890	890	
424620	Books, Periodicals, and Subscriptions	50	500	525	525	
425102	Subsidies to Other Entities	16,172	45,000	46,619	46,619	
Total Other Services & Charges		302,163	485,295	668,032	668,032	
<u>SUPPLIES</u>						
431101	Office Supplies	1,423	2,800	2,500	2,500	
431102	Computer Operating Supplies	503	1,000	1,300	1,300	
432201	Non Capitalized Equipment	-	-	-	-	
432202	PC Software	325	250	250	250	
Total Supplies		2,251	4,050	4,050	4,050	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY 150101 - ADMINISTRATION

SELECTED EXPENDITURE EXPLANATIONS

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Budgeting & Accounting Services	\$7,033	\$7,000	\$30,000	\$30,000	

EXPLANATION: This amount will provide for a half-time budget analyst to offer assistance with contracts, grant agreements, and audits in 2003.

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
County Attorney Services	\$15,235	\$12,000	\$25,000	\$25,000	

EXPLANATION: This amount will provide for additional attorney time on new agreements with the Minnesota Department of Transportation and other agencies for corridors in 2003.

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Consultant Services	\$ -	\$60,000	\$60,000	\$60,000	

EXPLANATION: This amount will provide for special needs for consultant services, which could include planning, engineering or outreach activities in 2003.

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Legislative Representative	\$25,750	\$50,000	\$70,000	\$70,000	

EXPLANATION: Legislation impacts Regional Railroad Authority taxing ability and responsibilities. This account provides funds for monitoring legislation and providing information to Legislators and Congress.

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
County Project Management Serv	\$156,496	\$191,000	\$260,163	\$260,163	

EXPLANATION: Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in the County Public

Works Department. This account provides a specific identifier to reimburse Ramsey County departments for these services.

In 2003, County Project Management Services will be provided for administration and activities on the Riverview, Central, Red Rock, Northeast Diagonal and Rush Line Corridors. The information on this page is only for the overall Administration of the Railroad Authority.

PROJECT MANAGEMENT TEAM (Administration Cost Center)

Estimated Cost
(including salaries, fringe benefits,
and indirect costs)

Staff

Director	1.0 FTE	\$117,034
Transportation Planner	1.0 FTE	\$66,955
Administrative Secretary	<u>.525FTE</u>	\$26,175
Transportation Planning Assistance		<u>\$49,999</u>
Total FTE	2.525 FTE	
Total Estimated Cost		\$260,163

NOTE: Costs include salaries, fringe benefits and prorated indirect costs for processing payrolls as determined by Ramsey County Public Works Department. Costs for the Regional Railroad Authority's Right of Way Specialist position have been included in the Northeast Corridor maintenance and Beam to North County Line activities. There is an increase of \$49,999 to be used to assist the Authority in transportation planning assistance on fund issues.

	2001	2002	2003	2003	2003
<u>TITLE</u>	<u>Actual</u>	<u>Approved</u>	<u>Requested</u>	<u>Proposed</u>	<u>Approved</u>
Management & Information Serv	\$0	\$0	\$50,000	\$50,000	

EXPLANATION: This line item will provide funds for 2003 LOCATE public meetings and follow up work.

	2001	2002	2003	2003	2003
<u>TITLE</u>	<u>Actual</u>	<u>Approved</u>	<u>Requested</u>	<u>Proposed</u>	<u>Approved</u>
Subsidies to Other Entities	\$16,172	\$45,000	\$46,619	\$46,619	

EXPLANATION: The Metropolitan Rail Transit Joint Powers Board undertakes legislative, planning and coordination of transit activities in the seven county metro area. Ramsey County Regional Railroad Authority is a member, and this provides for the 2003 contribution to the work of the organization.

	2001	2002	2003	2003	2003
<u>TITLE</u>	<u>Actual</u>	<u>Approved</u>	<u>Requested</u>	<u>Proposed</u>	<u>Approved</u>
Memberships and Dues	\$6,028	\$5,500	\$20,000	\$20,000	

EXPLANATION: This amount provides for fees associated with membership to the American Public Transportation Association, I-35W Corridor Coalition, St. Paul Transportation Management Organization, Midwest High Speed Rail Coalition and others.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Data Processing Equipment	\$8,496	\$5,200	\$5,000	\$5,000	

EXPLANATION: Equipment needs for the Rail Authority in 2003 may include updating existing computer and technical equipment.

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Contingent	\$-	\$150,099	\$220,230	\$220,230	

EXPLANATION: This line item will provide funds for professional services that may be needed in 2003 in relation to the issuance of the \$50 million in bonds and for special needs or projects which could include planning, engineering or outreach activities in 2003. This will also allow for other unforeseen needs that may arise during 2003.

SELECTED REVENUE EXPLANATIONS

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Interest on Investments	\$481,833	\$373,500	\$210,600	\$210,600	

EXPLANATION: The Regional Railroad Authority's cash is included with the County's investments and the earnings are distributed at the end of each month. The interest that can be earned in 2003 depends on how much cash is available for investment and the rate of the chosen benchmark, the one year Treasury index.

In 2002 or 2003, the Regional Railroad Authority is anticipating a right-of-way purchase of the Burlington Northern line from the West County Line to Rollins Oil in Roseville. The Regional Railroad Authority has also received several federal grants where the grant funds are received on a reimbursement type arrangement. This means the cash on hand is temporarily not available for investment, until the cash reimbursement is received from the granting authority

Taking into account the cash on hand (\$8.6 million as of 12/31/2001) and the expected uses of cash, the amount available for investment during the year will be \$8.1 million.

The rate of return on short-term investments for the first six months of 2002 has been at its lowest level in 40 years. The rate has remained at the low range of 1.7%-2.3% for most of the first half of 2002. For the preparation of the 2003 budget, it is estimated that the rate of return will increase slightly, possibly to 2.6% for the year 2003. A rate of return of 2.6% would provide interest income of \$210,600 in 2003 to assist in financing the Regional Railroad Authority's 2003 budget.

Cash on Hand 12/31/2001	\$8,600,000
Less: right-of-way purchase	-200,000
Less: cash flow for grants	-300,000
Cash Available for Investment	$\$8,100,000 \times 2.60\% = \$210,600$

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM**

STATEMENT OF MISSION

To provide for acquisition and maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106-NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	2,132	31,956	31,950	31,950	
	Total Expenditures/Appropriations	2,132	31,956	31,950	31,950	
	Inc/(Dec) From Previous Year			(6)	(6)	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
318000	Revenue from Use of Money/Property	15,729	12,000	15,000	15,000	
	Total Revenues/Estimated Revenues	15,729	12,000	15,000	15,000	
	Inc/(Dec) From Previous Year			3,000	3,000	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc) Adjustment to actuals	(34,674)	-	-	-
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RCRRA TAX LEVY	21,077	19,956	16,950	16,950
Inc/(Dec) From Previous Year			(3,006)	(3,006)
% Inc/(Dec) From Previous Year			-15.1%	-15.1%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150106 - NORTHEAST CORRIDOR MAINTENANCE
KELLOGG TO BEAM AVENUE

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
421208	County Attorney Services	138	-	-	-	
421511	County Project Management	1,971	11,956	11,950	11,950	
422801	Grounds-Repairs	-	15,000	15,000	15,000	
424202	Assessments	23	5,000	5,000	5,000	
	Total Other Services & Charges	2,132	31,956	31,950	31,950	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>REVENUE FROM USE OF MONEY & PROPERTY</u>					
318203	Rental of Land	15,729	12,000	15,000	15,000	
	Total Revenue from Use of Money/Prop.	15,729	12,000	15,000	15,000	

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
150106 – NORTHEAST CORRIDOR
KELLOGG TO BEAM****SELECTED EXPENDITURE EXPLANATIONS**

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
County Project Management Serv	\$1,971	\$11,956	\$11,950	\$11,950	

EXPLANATION: This account will provide funds to reimburse Ramsey County Public Works Department for staff time spent on right of way issues related to the Northeast Corridor, Kellogg to Beam.

SELECTED REVENUE EXPLANATIONS

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Rental of Land	\$15,729	\$12,000	\$15,000	\$15,000	

EXPLANATION: Leases of Rail Authority property generates revenue to the Rail Authority.

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150111 – RED ROCK CORRIDOR**

STATEMENT OF MISSION

To plan transit for the Red Rock Corridor from St. Paul to Hastings.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	70,000	-	-	-	-
	Total Expenditures/Appropriations	70,000	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - - -

RCRRA TAX LEVY

70,000

Inc/(Dec) From Previous Year	-	-	-
% Inc/(Dec) From Previous Year	0.0%	0.0%	0.0%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150111 - RED ROCK CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
424610	Participation Fees	70,000	-	-	-	-
425103	Subsidies Local Match	-	-	-	-	-
	Total Other Services & Charges	70,000	-	-	-	-
	Total 150111 Red Rock Corridor	70,000	-	-	-	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121001 – NORTHEAST CORRIDOR ROW**

STATEMENT OF MISSION

To acquire and provide for maintenance of right of way purchased in order to preserve options for rail transit.

OBJECTIVES

1. To monitor rail abandonments in Ramsey County.
2. To coordinate with other units of government on rail abandonment and right of way re-use issues.
3. To purchase rail corridors with potential for light rail transit use.
4. To maintain property acquired by the Railroad Authority in accordance with the public interest.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121001 - NORTHEAST CORRIDOR ROW

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420000	Other Services & Charges	47,136	-	-	-	
430000	Supplies	13,254	-	-	-	
440000	Operating Capital Outlay	2,000,000	-	-	-	
	Total Expenditures/Appropriations	2,060,390	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance Dec/(Inc) 2,060,390 - - -
Fund Balance - Dec/(Inc) Adjustment to actuals - - -

RCRRA TAX LEVY

Inc/(Dec) From Previous Year - - -
% Inc/(Dec) From Previous Year 0.0% 0.0%

NOTE: This was set up as a project for 2001. Funds were carried forward from a prior year budget pursuant to Resolution R00-29, dated December 19, 2000. These funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121001 - NORTHEAST CORRIDOR ROW

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OTHER SERVICES AND CHARGES</u>						
421511	Co. Project Management Services	4,483	-	-	-	
422801	Grounds-Repairs	23,500	-	-	-	
424402	Surveying Service	19,153	-	-	-	
	Total Other Services & Charges	47,136	-	-	-	
<u>SUPPLIES</u>						
431905	Signs & Sign Repair	13,254	-	-	-	
	Total Supplies	13,254	-	-	-	
<u>OPERATING CAPITAL OUTLAY</u>						
441102	Land Acquisition-Right of Way	2,000,000	-	-	-	
	Total Operating Capital Outlay	2,000,000	-	-	-	
Total P121001 - Northeast Corridor ROW		2,060,390	-	-	-	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>INTERGOVERNMENTAL REVENUE</u>						
	None	-	-	-	-	-
	Total Intergovernmental Revenue	-	-	-	-	-
Total P121001 - Northeast Corridor ROW		-	-	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121002 – NORTHEAST DIAGONAL
CORRIDOR**

STATEMENT OF MISSION

To plan transit for the Northeast Diagonal Corridor from Minneapolis to White Bear Lake.

OBJECTIVES

1. To improve transportation in the corridor.
2. To coordinate with the local communities in planning for this corridor.
3. To meet local and community goals.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420010	Other Services & Charges	70,000	-	-	-	-
	Total Expenditures/Appropriations	70,000	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	-
	Total Revenues/Estimated Revenues	-	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - - -

RCRRA TAX LEVY

70,000	-	-	-	-
Inc/(Dec) From Previous Year		-	-	-
% Inc/(Dec) From Previous Year		0.0%	0.0%	0.0%

NOTE: This was a new project for 2001. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121002 - NORTHEAST DIAGONAL CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>OTHER SERVICES AND CHARGES</u>						
421501	Consulting Services	50,000	-	-	-	-
421511	Co. Project Management Services	16,251	-	-	-	-
421527	County Manager Services	144	-	-	-	-
421602	Advertising & Promotion	93	-	-	-	-
421603	Printing & Stationery	1,138	-	-	-	-
421701	Postage	31	-	-	-	-
424306	RCRRA Meeting Expenses Account	224	-	-	-	-
424507	Messenger Service	15	-	-	-	-
424606	Administration Fees	2,104	-	-	-	-
Total Other Services & Charges		70,000	-	-	-	-
Total P121002 - Northeast Diagonal Corridor		70,000	-	-	-	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
<u>INTERGOVERNMENTAL REVENUE</u>						
314433	MN DOT LRT Grant	-	-	-	-	-
Total Intergovernmental Revenue		-	-	-	-	-
Total P121002 - Northeast Diagonal Corridor		-	-	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
P121003 – RUSH LINE CORRIDOR**

STATEMENT OF MISSION

To plan transit for the Rush Line Corridor from St. Paul to Hinckley.

OBJECTIVES

1. To improve transportation in the corridor.
2. To meet local and community goals.
3. To improve the environment.
4. To improve social and economic climate.
5. To minimize cost; to maximize ridership of transit.

EXPENDITURE/APPROPRIATION SUMMARY

REVENUES/ESTIMATED REVENUE SUMMARY

Fund Balance - Dec/(Inc) Adjustment to actuals32

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
P121003 - RUSH LINE CORRIDOR

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
424104	Money & Security Insurance	236	-			
424107	Liability & Property Damage-Ins	1,125	1,400	1,500	1,500	
	Total Other Services & Charges	1,361	1,400	1,500	1,500	
Total 150112 Rush Line Corridor		1,361	1,400	1,500	1,500	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
319105	Insurance Dividends	23	-	-	-	
	Total Revenues/Estimated Revenues	23	-	-	-	

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
G205004 – RIVERVIEW TRANSIT
IMPROVEMENTS**

STATEMENT OF MISSION

To improve the convenience and safety for transit patrons as they wait for buses along the Riverview Corridor in St. Paul, or along East Seventh and West Seventh Streets.

OBJECTIVES

1. To add bus shelters along East Seventh and West Seventh Streets.
2. To add lighting along East Seventh and West Seventh Streets.
3. To add benches along East Seventh and West Seventh Streets.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205004 - RIVERVIEW TRANSIT IMPROVEMENTS

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
490000	Intergovernmental Payments	-	1,875,000	-	-	-
	Total Expenditures/Appropriations	-	1,875,000	-	-	-
	Inc/(Dec) From Previous Year			(1,875,000)	(1,875,000)	(1,875,000)
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	-100.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
314000	Intergovernmental Revenue	-	1,875,000	-	-	-
	Total Revenues/Estimated Revenues	-	1,875,000	-	-	-
	Inc/(Dec) From Previous Year			(1,875,000)	(1,875,000)	(1,875,000)
	% Inc/(Dec) From Previous Year			-100.0%	-100.0%	-100.0%

Fund Balance - Dec/(Inc) Adjustment to actuals	-	-	-	-	-
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RCRRA TAX LEVY

Inc/(Dec) From Previous Year	-	-	-	-	-
% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

NOTE: This was a new project that was set up in 2002. Funds will be carried forward as needed until the project is completed.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205004 - RIVERVIEW TRANSIT IMPROVEMENTS

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>INTERGOVERNMENTAL PAYMENTS</u>					
491306	Other Governmental Units	-	1,875,000	-	-	-
	Total Intergovernmental Payments	-	1,875,000	-	-	-
	Total G205004 - Riverview Transit Imp.	-	1,875,000	-	-	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>INTERGOVERNMENTAL REVENUE</u>					
314306	Special Projects-Federal	-	1,500,000	-	-	-
314433	MN DOT LRT Grant	-	375,000	-	-	-
	Total Intergovernmental Revenue	-	1,875,000	-	-	-
	Total G205004 - Riverview Transit Imp.	-	1,875,000	-	-	-

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
840302 – RCRRA DEBT SERVICE**

STATEMENT OF MISSION

To finance the Regional Railroad Authority's local share of future rail transit and related corridors connecting in the downtown Saint Paul transit, transportation and rail center.

OBJECTIVES

To finance the debt service costs on general obligation bonds in the amount of \$50 million that will be used for the acquisition, restoration and/or refurbishment of a downtown Saint Paul transit, transportation and rail center, which could include the Union Depot, for the east metropolitan area.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
840302 - RCRRA Debt Service

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
500000	Bond Principal & Interest	-	-	3,921,619	3,921,619	
	Total Expenditures/Appropriations	-	-	3,921,619	3,921,619	
	Inc/(Dec) From Previous Year			3,921,619	3,921,619	
	% Inc/(Dec) From Previous Year			~	~	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	None	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - -

RCRRA DEBT SERVICE TAX LEVY

Tax Levy	-	-	3,921,619	3,921,619
Allowance for Uncollectible Taxes (5%)	-	-	196,081	196,081
Total Tax Levy	-	-	4,117,700	4,117,700
Inc/(Dec) From Previous Year			4,117,700	4,117,700
% Inc/(Dec) From Previous Year			~	~

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
840302 - RCRRA Debt Service

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>Bond Principal & Interest</u>					
501101	Bond Principal Payment	-	-	1,290,000	1,290,000	
502101	Bond Interest Expense	-	-	2,631,619	2,631,619	
	Total Bond Principal & Interest	-	-	3,921,619	3,921,619	
	Total 840302 RCRRA Debt Service	-	-	3,921,619	3,921,619	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>None</u>	-	-	-	-	
	Total Revenues/Estimated Revenues	-	-	-	-	

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY 840302 – RCRRA Debt Service

SELECTED EXPENDITURE EXPLANATIONS

<u>TITLE</u>	<u>2001 Actual</u>	<u>2002 Approved</u>	<u>2003 Requested</u>	<u>2003 Proposed</u>	<u>2003 Approved</u>
Bond Principal & Interest	0	0	3,921,619	3,921,619	

Explanation: On November 6, 2001, the Ramsey County Regional Railroad Authority (RCRRA) approved Resolution R01-17, which stated "That the Ramsey County Regional Railroad Authority, for reasons of economic stimulus and investment in transportation choices for the future, will sell bonds in 2002, in the amount of \$50 million for the acquisition, restoration, and/or refurbishment of a downtown Saint Paul transit, transportation and rail center, which could include the Saint Paul Union Depot, for the east metropolitan area".

On June 25, 2002, the RCRRA approved a contract with Springsted Inc., for financial advisor services. It is anticipated that Springsted, Inc. will prepare a financial plan for the issuance of the \$50 million in bonds that will provide a detailed debt service schedule to be used for the 2003 budget.

The total estimated amount needed for transit improvements through the year 2012 is estimated at \$140 million. Based on this estimated need, Springsted, Inc. provided an "Initial Review of Financing Options" dated August 9, 2002. The preliminary recommendation calls for a "Single-level Levy" of \$8,395,183 each year to fund the annual debt service tax levy plus, in the early years, a tax levy for transit improvements. For a \$50 million bond issue, the first year debt service cost would be \$3,921,619 leaving \$4,473,564 of tax levy that would be used for financing future year transit improvements. Following is a summary of the proposal:

Sources of Fund – Par amount of bonds	<u>\$50,660,000</u>
---------------------------------------	---------------------

Uses of Funds:

Deposit to Project Construction Fund	\$50,000,000
Underwriter's Discount (1.000%)	506,600
Costs of Issuance	150,000
Rounding Amount	<u>3,400</u>
Total Uses	<u>\$50,660,000</u>

MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150000 – RCRRA CAPITAL PROJECTS**

STATEMENT OF MISSION

To finance the Regional Railroad Authority's local share of future rail transit and related corridors connecting in the downtown Saint Paul transit, transportation and rail center.

OBJECTIVES

To finance transit improvement that may be needed in providing diverse solutions to congestion, providing a catalyst to development, enhancing the tax base, creating vibrant pedestrian friendly urban areas, access to jobs for employees, revitalization of commercial districts, federal support for high speed rail and regional transit linkages.

The regional plan shows that the needs for the next ten years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150000 - RCRRA Capital Improvements

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
420000	Other Services & Charges	-	-	656,600	656,600	
440000	Capital Outlay	-	-	54,476,964	54,476,964	
	Total Expenditures/Appropriations	-	-	55,133,564	55,133,564	
	Inc/(Dec) From Previous Year			55,133,564	55,133,564	
	% Inc/(Dec) From Previous Year			~	~	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
341000	Proceeds From Debt Issuance	-	-	50,660,000	50,660,000	
	Total Revenues/Estimated Revenues	-	-	50,660,000	50,660,000	
	Inc/(Dec) From Previous Year			50,660,000	50,660,000	
	% Inc/(Dec) From Previous Year			~	~	

Fund Balance - Dec/(Inc) Adjustment to actuals

- - - -

RCRRA DEBT SERVICE TAX LEVY

Tax Levy	-	-	4,473,564	4,473,564	
Allowance for Uncollectible Taxes (2%)	-	-	89,471	89,471	
Total Tax Levy	-	-	4,563,035	4,563,035	
Inc/(Dec) From Previous Year			4,563,035	4,563,035	
% Inc/(Dec) From Previous Year			~	~	

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150000 - RCRRA Capital Improvements

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
	<u>Other Services & Charges</u>					
421109	Bond Issuance Costs	-	-	656,600	656,600	
	Total Other Services & Charges	-	-	656,600	656,600	
	<u>Capital Outlay</u>					
442322	Transit Improvements-(Gen Ob Bonds)	-	-	50,003,400	50,003,400	
442322	Transit Improvements-(Tax Levy)	-	-	4,473,564	4,473,564	
	Total Capital Outlay	-	-	54,476,964	54,476,964	
	Total 150000 RCRRA Capital Imp	-	-	55,133,564	55,133,564	

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
341101	Proceeds From Gen Ob Bonds	-	-	50,660,000	50,660,000	
	Total Revenues/Estimated Revenues	-	-	50,660,000	50,660,000	

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
150000 – RCRRA Capital Improvements****SELECTED EXPENDITURE EXPLANATIONS**

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Bond Issuance Costs	0	0	656,000	656,000	

Explanation: Includes \$506,600 as the Total Underwriter's Discount (1.000%) and \$150,000 for other related bond issuance costs, such as bond rating fees, bond counsel, etc., on a \$50 million bond issue.

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
Transit Improvements	0	0	54,476,964	54,476,964	

Explanation: The regional plan shows that the needs for the next ten years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

The requested and proposed budget of \$55,133,564 is financed with \$50,660,000 in general obligation bond proceeds and \$4,473,564 in 'pay-as-you-go' tax levy. Through the use of a single-level tax levy, the financing of the transit improvements is stable over the years and the use of 'pay-as-you-go' tax levy avoids bond interest costs that would be needed if only bonds were issued to finance the transit improvements.

SELECTED REVENUE EXPLANATIONS

TITLE	2001 Actual	2002 Approved	2003 Requested	2003 Proposed	2003 Approved
General Obligation Bond Proceeds	0	0	50,660,000	50,660,000	

Explanation: A \$50 million bond issue in 2002 or 2003 would provide funds to finance transit improvements for the years 2003 - 2005 and partially for 2006. These proceeds would be used to pay bond issuance costs as well as transit improvements for that time period.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

December 12, 2002

Date

Board Action Requested

Approve extension of \$26,522.50 contract with Lockridge Grindal Nauen P.L.L.P. for federal intergovernmental relations through June 30, 2003 at an additional cost of \$13,659.09 and authorize the Chair to execute the contract amendment.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere dated December 10, 2002
 3. Amendment 1

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

December 17, 2002

Board Date

Kristine A. Longhewy
Signature

December 12, 2002

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with Lockridge Grindal Nauen P.L.L.P., for the purpose of federal intergovernmental relations for the Regional Railroad Authority; and

WHEREAS, Ramsey County Regional Railroad Authority has several important transportation-related initiatives pending at the federal level in 2003; and

WHEREAS, The contract with Lockridge Grindal Nauen P.L.L.P. will expire December 31, 2002, and needs to be extended until June 30, 2003; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Lockridge Grindal Nauen P.L.L.P. through June 30, 2003 at an additional cost of \$13,659.09; and Be It Further

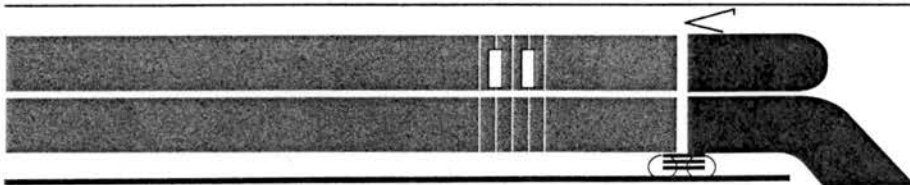
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract amendment.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, 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: Amend contract with Lockridge Grindall Nauen P.L.L.P. at an
additional cost of \$13,659.09 through June 30, 2003

Date: December 10, 2002

An agreement between Ramsey County Regional Railroad Authority and Lockridge Grindall Nauen P.L.L.P., was executed December 6, 2001, for federal intergovernmental relations for the Regional Railroad Authority for 2002 at a cost of no more than \$26,522.50. The contract was to terminate December 31, 2002.

This amendment reflects that Congress is preparing 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 intergovernmental assistance is helpful in assuring that outcome. The new anticipated termination of the contract is June 30, 2003, and will require additional funds in the amount of \$13,659.09.

Recommendation:

Consider attached resolution and authorize chair to sign the amendment with Lockridge Grindall Nauen P.L.L.P.

AMENDMENT 1

This agreement is an amendment to the contract between Lockridge Grindal Nauen P.L.L.P. and RCRRA dated December 6, 2001.

The parties agree that the Project Term of the Agreement shall be amended as follows:

Article 2. Delivery of Services

Services will be delivered from January 1, 2002 through June 30, 2003 unless earlier terminated as provided herein.

The parties also agree that the Payment for Services of the Agreement shall be amended as follows:

Article 3. Payment

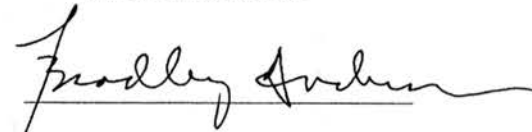
CONTRACTOR shall receive for the year of 2002, the sum of Twenty-six thousand, five hundred twenty-two dollars and 50 cents (\$26,522.50) in monthly installments to be paid within 30 days of receipt by the RRA of a monthly claim form from the contractor. CONTRACTOR shall receive from services dating January 1, 2003 to June 30, 2003, the sum of Thirteen thousand, six hundred fifty-nine dollars and 9 cents (\$13,659.09) payable in six equal monthly installments of two thousand two hundred seventy-six dollars and 52 cents to be paid within 30 days of receipt by the RRA of a monthly claim form from the contractor.

Except as herein agreed, all other terms and conditions of the Agreement shall remain in full force and effect.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

LOCKRIDGE GRINDAL
NAUEN P.L.L.P.

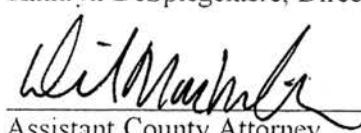
By: _____
Rafael Ortega, Chair

By: 

Dated: _____

Dated: 12/10/02

By: _____
Kathryn DeSpiegelaere, Director

By: 
Assistant County Attorney

By: _____
Risk Management

By: 
Budgeting and Accounting

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

December 12, 2002

Date

Board Action Requested

Approve extension of \$3,715,280.60 grant contract (MnDOT Agreement #79608) with the Minnesota Department of Transportation for the Central Corridor Transit Study through June 30, 2003 at no additional cost and authorize the Chair to execute the contract amendment.

ACTION IS REQUESTED

Request Justification

See attached:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere dated 12/10/02
3. Amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

December 17, 2002

Board Date

Kristine A. Longheneey
Signature

December 12, 2002
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with the Minnesota Department of Transportation (Mn/DOT) to access federal funds for the Central Corridor Transit Study; and

WHEREAS, The contract with Mn/DOT expires December 31, 2002; and

WHEREAS, The Transit Study will not be completed until June 30, 2003; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the \$3,715,280.60 contract with Mn/DOT through June 30, 2003; and Be It Further

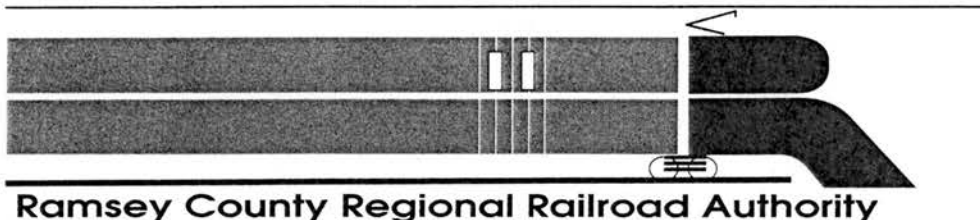
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension by entering into an amendment to Contract No. 79608.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary



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: Extend grant contract with Minnesota Department of Transportation
through June 30, 2003 at no additional cost

Date: December 10, 2002

A grant contract was executed between Ramsey County Regional Railroad Authority and the Minnesota Department of Transportation (MnDOT) for the Central Corridor Transit Study.

This contract extension reflects that the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement for Bus Rapid Transit, Light Rail Transit and Baseline Alternatives for University Avenue is being reviewed by the Federal Transit Administration (FTA). This review has not yet been completed by the FTA, therefore a time extension of the MnDOT grant contract is needed. The new anticipated end date is June 30, 2003.

Recommendation:

Consider attached resolution and authorize chair to sign the grant contract extension with the Minnesota Department of Transportation.

2

AMENDMENT NO. 3 to Mn/DOT AGREEMENT NO. 79608

This amendment is by and between the State of Minnesota, through its Commissioner of Transportation ("STATE") and the **Ramsey County Regional Railroad Authority**, a regional railroad authority ("GRANTEE").

Background

STATE has an Original Agreement with GRANTEE, identified as Mn/DOT Agreement Number 79608, as amended, to conduct a transit study and a re-evaluation of the Alternatives/Draft Environmental Impact Statement of the Central Corridor, and to prepare a Draft Environmental Impact Statement (DEIS) as outlined in the Scope of Work. The time needed to complete the DEIS, including but not limited to rewrites and public involvement, as outlined in the Original Agreement, will take longer than anticipated.

STATE and GRANTEE have agreed to amend the Original Agreement, as amended, to reflect these changes.

Amendment

REVISION 1. In Article 1. TERM OF CONTRACT, **delete** "December 31, 2002" and **insert** "June 30, 2003."

Except as amended herein, the terms and conditions of the Original Contract and all previous amendments remain in full force and effect.

THE BALANCE OF THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

STATE ENCUMBRANCE VERIFICATION

Individual certifies that funds have been encumbered as required by Minnesota Statutes § 16A.15 and 16C.05.

Signed: _____

Date: _____

CFMS Contract No. A- _____

CONTRACTOR

The Contractor certifies that the appropriate person(s) have executed the contract on behalf of the Contractor as required by applicable articles, bylaws, resolutions, or ordinances.

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

DEPARTMENT OF TRANSPORTATION

By: _____

(with delegated authority)

Title: _____

Date: _____

COMMISSIONER OF ADMINISTRATION

By: _____

Date: _____

ATTORNEY GENERAL

As to form and execution

By: _____

Date: _____

Walter Marshall
Attorney
Jennifer Johnson, B+A
12/12/02

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

December 12, 2002
Date

Board Action Requested

Approve extension of contract with URS Corporation for consulting services for the Central Corridor Transit Study through June 30, 2003 at no additional cost and authorize the Chair to execute the contract amendment.

ACTION IS REQUESTED

Request Justification

See attached:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere dated 12/10/02
3. Amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

December 17, 2002

Board Date

Kristine A. Longhenry
Signature

December 12, 2002
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional engineering and planning work of URS, formerly known as BRW, Inc., for the purpose of the Central Corridor Transit Study; and

WHEREAS, The contract with URS had been previously extended to expire December 31, 2002; and

WHEREAS, The review of the Alternatives Analysis/Draft Environmental Impact Statement for Bus Rapid Transit, Light Rail Transit, and Baseline Alternatives for University Avenue by the Federal Transit Administration has not yet been completed; and

WHEREAS, The professional engineering and planning work for this contract needs to be extended until June 30, 2003; and

WHEREAS, URS has completed much of the technical work and the contract retainage is being changed from five percent to \$30,000; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with URS through June 30, 2003 at no additional cost and allows URS to receive all but \$30,000 of the contract retainage; and Be It Further

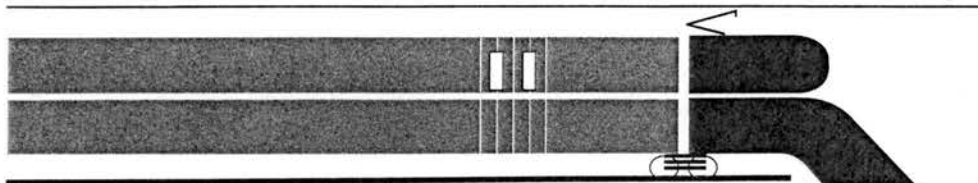
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract amendment.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, 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: Amend contract with URS at no additional cost to extend contract

Date: December 10, 2002

An agreement between Ramsey County Regional Railroad Authority and URS (BRW), and engineering firm, was executed on February 15, 2000, for the Central Corridor transit study at a cost of no more than \$3,001,400.00. The term of the contract was extended at no additional cost to the end of December, 2002.

This amendment reflects that the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement for Bus Rapid Transit, Light Rail Transit and Baseline Alternatives for University Avenue is being reviewed by the Federal Transit Administration (FTA). This review has not yet been completed by the FTA, therefore a time extension of the URS contract is needed. The new anticipated end date is June 30, 2003. No additional funds are being sought for completing this work.

Recommendation:

Consider attached resolution and authorize chair to sign the amendment with URS for the Central Corridor Transit Study.

ADDENDUM 2

This agreement is an addendum to the contract between URS Corporation (URS), successor to BRW, Inc., and RCRRA dated February 15, 2000.

The parties agree that the Project Term of the Agreement shall be amended as follows:

SECTION III, paragraph 16 of the Agreement, is amended to read as follows:

Term. This agreement shall be in force and effect from February 15, 2000 through June 30, 2003 or until earlier terminated by the parties hereto pursuant to this agreement.

SECTION IV, paragraph 3 of the Agreement is amended to read as follows:

All payments to the Contractor shall be subject to a retainage of \$30,000 pending final acceptance of the technical reports, supporting documentation, and products identified in Section II hereof. Upon final approval of Contractor's work by the RCRRA, all sums retained under the provisions of this section shall be remitted to Contractor. All previous retainage in excess of \$30,000 shall be remitted to the Contractor within 30 days of the effective date of this amendment.

Except as modified herein, all other terms and conditions of the Agreement and Addendum I thereto remain in full force and effect.

**RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**

URS CORPORATION

By: _____
Rafael Ortega, Chair

By: _____

Its: _____

Dated: _____

Dated: _____

APPROVED AS TO FORM:

By: _____

Assistant County Attorney

RECOMMEND FOR APPROVAL

By: _____

Director

RISK MANAGEMENT

By: _____

BUDGET AND ACCOUNTING

By: _____

Funds Available: yes

Account Number: 12501-150180-314433

G205002

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

December 12, 2002

Date

Board Action Requested

Approve extension of contract with Himle Horner, Inc. for public education for the Central Corridor Transit Study through June 30, 2003 at no additional cost and authorize Chair to execute the contract amendment.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere, dated 12/10/02
3. Amendment

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

December 17, 2002

Board Date

Kristine A. Longhenry
Signature

December 12, 2002
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with Himle Horner, Inc. for public education consulting services on the Central Corridor Transit Study; and

WHEREAS, The contract with Himle Horner had been previously extended to expire December 31, 2002; and

WHEREAS, The review of the Alternatives Analysis/Draft Environmental Impact Statement for Bus Rapid Transit, Light Rail Transit, and Baseline Alternatives for University Avenue by the Federal Transit Administration has not yet been completed; and

WHEREAS, The public education for this contract needs to be extended until June 30, 2003; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Himle Horner through June 30, 2003 at no additional cost; and Be It Further

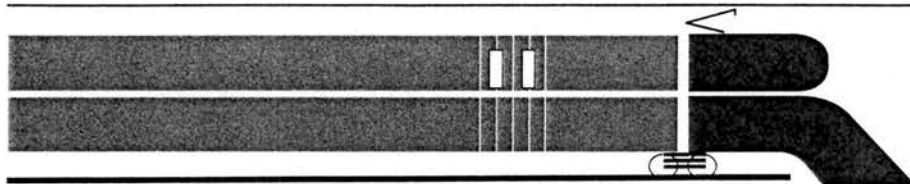
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract amendment.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: _____
Jim McDonough, 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: Amend contract with Himle Horner at no additional cost to extend contract

Date: December 10, 2002

The Ramsey County Regional Railroad Authority had entered into a contract with Himle Horner, Inc. for consulting services for public education on the Central Corridor Transit Study. The contract began March, 2000 at a cost of no more than \$250,000.00. The term of the contract was extended at no additional cost to the end of December, 2002.

This amendment reflects that the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement for Bus Rapid Transit, Light Rail Transit and Baseline Alternatives for University Avenue is being reviewed by the Federal Transit Administration (FTA). This review has not yet been completed by the FTA, therefore a time extension of the Himle Horner contract is needed. The new anticipated end date is June 30, 2003. No additional funds are being sought for completing this work.

Recommendation:

Consider attached resolution and authorize chair to sign the amendment with Himle Horner for the Central Corridor Transit Study public education.

2

ADDENDUM 3

This agreement is an addendum to the addendum to the contract between Himle Horner Incorporated and RCRRA dated March 28, 2000.

The parties agree that the Project Term of the Agreement shall be amended as follows:

SECTION III: GENERAL CONDITIONS

ARTICLE 16. TERM

This agreement shall be in force and effect from March, 2000 through June 30, 2003 or until earlier terminated by the parties hereto pursuant to this agreement.

Except as herein agreed, all other terms and conditions of the Agreement shall remain in full force and effect.

**RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**

By: _____
Rafael E. Ortega, Chair

Dated: _____

By: _____
Kathryn DeSpiegelaere, Director

By: 
Assistant County Attorney

By: _____
Risk Management

By: 
Budgeting and Accounting

HIMLE HORNER INCORPORATED

By: 

Dated: 12/9/02

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Delaportas
Authorized Signature

12/10/02
Date

Board Action Requested

Ratify Partial Payment No. 3 in the amount of \$54,853.31 to Metropolitan Council for Riverview Corridor transit improvements of bus shelters, lighting and benches.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of Metropolitan Council for the purpose of constructing Riverview Corridor transit improvements of bus shelters, lighting and benches. Payment in the amount of \$54,853.31 for the period ending October 28, 2002 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. 99-36. 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 No.3
3. Metropolitan Council Invoice No. NCV-1830 (2) and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

December 17, 2002

Board Date

Kristine A. Longhenny
Signature

December 12, 2002
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Metropolitan Council for the purpose of constructing Riverview Corridor transit improvements of bus shelters, lighting and benches; and

WHEREAS, Metropolitan Council has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through October 28, 2002; 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, Metropolitan Council Invoice No. NCV-1830, Partial Payment No. 3 in the amount of \$54,853.31, attachments thereto, provide the correct documentation of payments due Metropolitan Council through October 28, 2002; Now Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$54,853.31 for services rendered through October 28, 2002, 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	_____	_____	_____

Rafael Ortega, Chair

By: _____
Jim McDonough, Secretary



Bus Unit: RRA
Voucher ID: 00001952

VOUCHER Purchase Order Voucher

Page No. 1
Run Date Nov.2002
Run Time 2:59:01 PM

ort 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
01.2002	NCV-1830	31.Oct.2002	0000023268	METRO TRANSIT	ONL	LONGHEKR P		14.Nov.2002	U	Due Now

S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
	\$54,853.31	\$0.00	560 6TH AVE N			MPLS	MN	55411

iling	Group ID	Sales Tax	Pckp Ord# Nbr
RE	000394	\$0.00	

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	Professional Service	\$54,853.31	918070001	\$54,853.31		Y	Y	Y	N

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	491306	12501	150180	00000			2002	G205004			\$54,853.31			N

Account Name: Other Governmental Units

Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. NCV-1830, dated 10/31/02
rview Corridor improvements for 8/30/02-10/28/02

her Comments

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

Authorization

K. Spiegel

Date

11/15/02

2

Ramsey County Purchase Order

Regional Rail Authority

Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Vendor: 0000023268
METRO TRANSIT
560 6TH AVE N
MPLS MN 55411
United States
Fax: 612-349-7763

Purchase Order	Date	Revision	Page
RRA - 0000000156	03/21/2002		1
Payment Terms	Freight Terms		Ship Via
Due Now	Origin PPD Allowed		US MAIL
From Date	To Date		
Buyer: RRA		Currency Code:	USD

Ship To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States
Bill To: Regional Rail Authority
665 RCGC-West
50 West Kellogg Blvd.
St Paul MN 55102
United States

Tax Exempt? Y Tax Exempt ID: 999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Professional Service	1.00	EA	1,875,000.00	1,875,000.00	03/21/2002
Schedule Total						1,875,000.00	

Mfg ID

Item Total 918070001 1,875,000.00

Total PO Amount 1,875,000.00

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

INVOICE

Please Remit To:
 Metro Transit
 Accounts Receivable
 560-6th Avenue North
 Minneapolis, MN 55411-4398

Page: 1
 Invoice No: NCV-1830
 Invoice Date: 10/31/2002
 Customer Number: RAMREG
 Payment Terms: Due 30 dys
 Due Date: 11/30/2002

Customer:
 RAMSEY CO. REGIONAL RR AUTHORITY
 ATTN: KATHRYN DESPIEGELAERE
 50 W. Kellogg Blvd. Suite 665
 St. Paul, MN 55102

AMOUNT DUE: \$ 54,853.31

\$ _____
 Amount Remitted

Please detach top portion of invoice and remit with payment. Please include invoice number on check.

For billing questions, please call (612) 349-7734

Line	Adj	Identifier	Description	Quantity	UOM	Unit Amt	Net Amount
1		RIVERVIEW COR	Riverview Corridor Bus Stop	1.00	EA	54,853.31	54,853.31
			RIVERVIEW CORRIDOR TRANSIT FACILITY IMPROVEMENTS				
			Contract #99-024 Project #63955				

Reimbursement due to Metro Transit for costs of transit improvements per attached detail

Contact Steve Honigman with questions 612-349-7733

SUBTOTAL:

54,853.31

TOTAL AMOUNT DUE :

\$ 54,853.31

*OK to pay
 item I initiated
 11/6/02*

*OK to ~~pay~~
 request payment
 on item I signed
 (54,133.84)
 11/7/02*