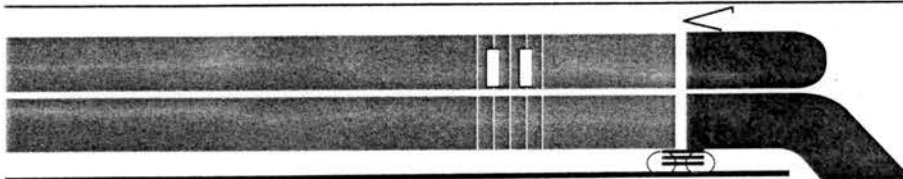




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

March 11, 2003

Immediately following County Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from February 25, 2003 RCRRA Meeting
2. * Legislative update
3. Central Corridor update
4. * Approve easement to Richard Buus for the construction, use and maintenance of a concrete wall, elevated deck, and deck supports on the Northeast Corridor right of way adjacent to 1510 English Street, St. Paul and authorize the Chair of the RCRRA to sign the easement on behalf of the RCRRA

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, February 25, 2003, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Jim McDonough (arrived at 11:28)
Commissioner Victoria Reinhardt
Commissioner Jan Wiessner (left at 11:20; returned at 11:38)
Commissioner Tony Bennett
Commissioner Janice Rettman
Commissioner Susan Haigh

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Steve Morris, Alicia Vap,
Paul Kirkwold, Kris Longhenry

Chair Ortega called the meeting to order at 11:18 a.m.

1. Approve minutes from February 18, 2003 RCRRA Meeting

Motion was made by Commissioner Bennett, seconded by Commissioner Wiessner to approve the minutes from the February 18, 2003 RCRRA Meeting.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

4. Ratify Partial Payment No. 6 in the amount of \$39,335.78 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending 12/31/02

(Commissioner Wiessner left at this time)

Commissioner Bennett requested that this item be voted on before discussion on legislative update.

Motion by Commissioner Bennett, seconded by Commissioner Haigh to ratify Partial Payment No. 6 in the amount of \$39,335.78 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending 12/31/02.

Roll call vote was taken:

Ayes – 5, 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 December 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-1994, Partial Payment No. 6 in the amount of \$39,335.78, attachments thereto, provide the correct documentation of payments due Metropolitan Council through December 31, 2002; Now Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$39,335.78 for services rendered through December 31, 2002, is hereby ratified.

2. Legislative Update

Kathy DeSpiegelaere distributed photographs of bus shelters being installed along Riverview Corridor by Metro Transit under contract with RCRRA, paid for by State and Federal funds, which the RCRRA was successful in obtaining from Congress and the State.

Commissioner Rettman asked if the Metro Transit will maintain the shelters and the cost of maintenance. Kathy DeSpiegelaere responded yes to both.

Kathy DeSpiegelaere reported that at a recent Rush Line Corridor meeting, information came up that there is a potential that state trunk highway funds could be used to pay the operating costs for bus service during the reconstruction of 694 and 35E commons section. Kathy noted that this would require an amendment to existing state legislation. She commented that John Choi is drafting a bill and would become an action item if the RCRRA concurs the amendment would be a good idea. Commissioner Reinhardt asked if this is part of Senator Mady Reiter's proposal. Kathy confirmed that was so. Commissioner Haigh noted that the Red Rock Corridor has also raised this issue and questioned whether the RCRRA should be supporting this issue at the same time in the same bill since the issues are identical. Kathy indicated that there is some concern that Red Rock will lose their funding, so supporting that as well would be appropriate.

(Commissioner McDonough arrived at this time)

Motion by Commissioner Reinhardt, seconded by Commissioner Bennett to support legislation that funds bus service in the Rush Line Corridor from Trunk Highway funds to alleviate congestion during the reconstruction of the I-694/I-35E interchange and to support legislation that continues to fund existing bus service in the Red Rock Corridor from Trunk Highway funds to alleviate congestion during the improvements associated with the Highway 61/Wakota Bridge project.

Roll call vote was taken:

Ayes – 6, Nays – 0

Motion accepted.

WHEREAS, The Rush Line Corridor is an 80-mile transportation corridor from Hinckley to St. Paul and is generally located along I-35E/I-35 and Highway 61; and

WHEREAS, the Minnesota Department of Transportation is planning to reconstruct the I-694/I-35E interchange, and this multi-year reconstruction project is anticipated to result in delays and congestion; and

WHEREAS, the provision of express bus service in the Rush Line Corridor during the reconstruction project would help alleviate congestion; and

WHEREAS, there is currently a state law which prohibits the use of Trunk Highway funds for bus service in a rail corridor as construction mitigation; and

WHEREAS, the Red Rock Corridor is a 30-mile transportation corridor from Hastings through St. Paul to Minneapolis; and

WHEREAS, the Minnesota Legislature provided funding from the Trunk Highway funds in 2002 for one-year express service from Cottage Grove to Minneapolis as construction mitigation for the improvements to Highway 61 and the Wakota Bridge project; and

WHEREAS, the ridership on the Cottage Grove express routes have steadily increased from 173 in July to 261 in January; and

WHEREAS, the reconstruction of improvements associated with the Highway 61 and Wakota Bridge project will commence in 2003; Now Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority supports legislation that funds bus service in the Rush Line Corridor from Trunk Highway funds to alleviate congestion during the reconstruction of the I-694/I-35E interchange; and Be It Further

RESOLVED, that the Ramsey County Regional Railroad Authority also supports legislation that continues to fund existing bus service in the Red Rock Corridor from Trunk Highway funds to alleviate congestion during the improvements associated with the Highway 61 and Wakota Bridge project.

Kathy DeSpiegelaere stated that the Northstar Corridor had a meeting with the Governor that went well, and there was discussion about the federal process and the cost-effectiveness analysis for the Corridor. Additional discussion will be held in relation to that.

(Commissioner Wiessner arrived at this time)

Kathy DeSpiegelaere commented that in the Governor's proposed budget, he felt the Hiawatha Corridor community should pay a portion of the operating costs for the Hiawatha Corridor project, which is a departure from how operating costs have been handled in the past, and for other transit service and for roadways. She noted that his proposal was that the community should contribute 60%. Chair Ortega asked what impact that would have on the Central Corridor in the future. Commissioner Haigh stated the issue was discussed with business partners along the Corridor, and the business partners continue to feel strongly that property tax levies should not be used for an operating subsidy. Commissioner Haigh reported that they felt it positive that the Governor is willing to pay 40%, and there should be other solutions for operating cost support that are regional. Commissioner Haigh commented there is a desire by Hennepin County or the Northstar Corridor to agree to a local operating subsidy that would then put the RCRRA in a difficult position for the Central Corridor and indicated that no one in Hennepin County is interested in a county property tax levy in response to supporting the operating subsidy. Commissioner Haigh stated that it seems the Metropolitan Council is looking for solutions for Hiawatha and would like Ramsey County to participate. She feels the County should be looking at alternatives because realistically, all of the Corridors will be dependent on how continued operations can be paid for. She has concerns about "picking off" components of a transit system and declaring that it will be treated differently than the other components and noted that it is important to find alternatives for operating support for all transit.

Commissioner Bennett stated that he has suggested for three or four years that the RCRRA look for a toll during rush hour on all freeways through the central cities. He commented that the toll funds would then go back to roads and transit.

Commissioner Wiessner stated that her concern with the Governor's proposal is that she believes transit should be funded on a regional, not a state, basis. She commented that when funds are

obtained city-by-city, the system ends up not being a system and it is important the system work as one, rather than being split up locally.

Commissioner Haigh offered another alternative: a wheelage tax - a local license tab fee on certain types of vehicles, which is authorized in state law for \$5 per vehicle for everything but commercial trucks. She feels if the approach is considered, it should be done on a regional basis rather than county-by-county. She stated that the Metro Transitways Development Board supported a restructuring of the entire license tab fee to go to transit operations that would build up over a period of 10 years to produce \$100 million. She commented that there has also been discussion about a return to regional property taxes for operating funds, which would be preferable to a local initiative. Chair Ortega stated that a regional property tax is still a property tax. Commissioner Haigh stated that the business people did not like the property tax idea.

3. Central Corridor update

Steve Morris stated that for the Central Corridor 106 process, there was nothing new to report. He commented that a Scope of Work has been prepared for the Phase One 106 process if it should turn out that the Federal Transit Administration (FTA) insists it be done. Chair Ortega asked where discussions are with FTA. Steve replied that the discussion is not over between the State and the FTA and noted that if the FTA wants the 106 work done at this early stage of the game, then it will need to be done. Steve stated that staff has developed a Scope of Work to select a consultant to do the 106 work and it would probably take three to four months to do the work. Chair Ortega asked if the State was communicating directly with the FTA. Steve responded that the FTA has designated the MnDOT Cultural Resources unit as their local representative for the work.

Steve Morris distributed and reviewed a FTA planning and project development flow chart. Steve stated that the project is currently at the step of selecting a locally preferred alternative and requesting permission to go into preliminary engineering. Commissioner Haigh clarified that the detailed cultural work, if required, can be done before or after preliminary engineering, but wouldn't be done twice. Steve concurred, and noted that this Environmental Protection Act work is eligible for local share match. Steve explained that the thrust of the discussion with FTA is, the last time this 106 work was done, it was a couple of years after the DEIS. He commented that there are potentially eligible buildings along the Corridor, so it may make more sense to do the cultural review earlier to reduce the number of potential buildings.

Commissioner Haigh asked for clarification regarding Northstar Corridor having received a Final Record of Decision. Steve Morris explained that it is a Record of Decision (ROD), where the FTA determines either all impacts have been mitigated or there are not any significant impacts. Commissioner Haigh asked if it indicates that FTA feels final design work is ready to go. Steve qualified that it is only regarding environment protection issues, so the project is ready to go into final design. Commissioner Haigh asked if that means Northstar is ready to go into final design. Steve concurred but also stated that the project is on hold because of the local, non-federal funding issue.

Commissioner Wiessner noted the flow chart of decisions and action to be taken is helpful. She asked if it would be hard to try to estimate how much time each task would take, and who makes the decisions along the way. Steve Morris said that the flow chart was from the FTA, and the diamonds depicted indicate FTA decision points. He stated that a good time estimate for preliminary engineering would be in the range of 18 months. He commented that decisions could be second-guessed and tweaked, which adds time. Steve stated that Final Design is variable, and could take about a year. He commented that construction could be a matter of months, but it takes 2 to 2.5 years to get a rail car.

Commissioner Wiessner asked about the role of the County. Steve Morris responded that the Project Management Plan is where roles of all the players are detailed. Kathy DeSpiegelaere

stated that the role of the RCRRA is to have a member on the Coordinating Committee, as established by law, and the County has approval of preliminary design plans on rail projects, by State law, and third, the funding issues. Kathy commented that Hennepin County has put in about 17% of the capital costs for Hiawatha and communities along the Corridor are being asked for a share of the operating costs in the Governor's budget. Kathy noted that the only formal approval, if it is a light rail line, is in the preliminary design plans. She stated that for a busway, there is no formal approval and on a location like University Avenue, because that is a County road, there would be some additional role for the County.

Commissioner Reinhardt asked about funding. Steve Morris stated that the FTA prefers that early project funding comes from regular planning funds, not from new start fixed guideway funds because there was concern that all the limited fixed guideway funds were being spent on planning projects that never happened. Commissioner Rettman requested that the language on the FTA flowchart be provided because a section had been cut off.

Chair Ortega asked how long the 106 process would take. Steve Morris responded it would take 3 to 3.5 months for the actual work, and another four to six weeks to select the consultant.

Commissioner McDonough asked about the potentially historical buildings: how much is objective, how much is subjective? Steve Morris said that there don't seem to be many issues or concerns. He stated that many buildings on the list of potentials are included because of age. Steve commented that the more important issue might be that sometimes buildings are grouped in historic neighborhoods, which complicates things because a building which may not be historic on its own in some way contributes to the historic character of a neighborhood. Chair Ortega asked how it will be measured. Steve replied that some factors include whether or not a building was designed by an architect, or if someone famous lived there, etc. Commissioner Haigh noted that St. Paul received significant grant foundation dollars for historic preservation in certain corridors, including a portion of University Ave., for both preservation and economic development growth. She suggested staff begin a relationship now with those involved in that work.

Commissioner Bennett asked if there is a representative from the City Council coming to the Central Corridor Coordinating Committee meetings. Commissioner Haigh replied that there has been representation from the City, and Councilmember Benanav has been consistently participating.

Steve Morris added that at a meeting of the City of Minneapolis Intergovernmental Relations Committee, it was voted to support reauthorization of Central Corridor, and support Ramsey County efforts to restore the \$2 million in State funding.

Chair Ortega adjourned the meeting at 11:52 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Longhewy
Authorized Signature

3/04/03
Date

Board Action Requested

Legislative update

ACTION MAY BE TAKEN

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 11, 2003

Board Date

Kristine A. Longhewy
Signature

March 4, 2003

Date

2003 METROPOLITAN TRANSITWAYS DEVELOPMENT BOARD
LEGISLATIVE TRACKING UPDATE
March 4, 2003

ISSUE	HF/AUTHOR	SF/AUTHOR	HOUSE STATUS	SENATE STATUS	COMMENTS/ FINANCIAL IMPACT	FINAL ACTION
TRANSPORTATION FINANCE						
Transportation funding package.		SF48 Dean Johnson		Finance Committee	6-cent gas tax increase, gas tax indexing, truck highway bonding & 11 county metro-wide half-cent sales tax referendum.	
Trunk Highway Improvement Bonds	HF4 Westerberg Severson Jacobson Juhnke Nelson P.		Transportation Finance		1/3rd removal of significant highway bottlenecks within 7-county metro area.	
Establish Metropolitan Transit Authority	HF153 Juhnke		Transportation Policy		Metropolitan transit authority established, certain Met Council and transportation duties transferred and sales and use tax imposed on member counties.	
Central Corridor Transit Way	HF271 Hausman Hornstein Entenza Abeler Tingelstad	SF249 Moua Anderson Dibble Skoglund Johnson, DE	Transportation Finance	Finance	\$2.625M funding provided; bonds issued; money appropriated.	

ISSUE	HF/AUTHOR	SF/AUTHOR	HOUSE STATUS	SENATE STATUS	COMMENTS/ FINANCIAL IMPACT	FINAL ACTION
Rush Line Corridor Transit Way	HF481 Meslow Lesch Johnson, S. Nelson, P. Wasiluk		Transportation Finance		Authorizing issuance of \$1M in state bonds; appropriating money.	
Brooklyn Center Permanent Transit Center	HF511 Hilstrom Nelson, M. Carlson Mullery Ellison	SF513 Scheid Rest Higgins	Transportation Finance	Finance	Requiring Met Council to build a permanent transit center in Brooklyn Center.	
Wakota Bridge Mitigation	HF525 Sieben		Transportation Finance		Appropriating \$800K for bus service to mitigate effects of Wakota Bridge construction project.	
HOV Lanes on Hwy. 394 and 35W	HF535 Johnson, J. Lindner Seagren Juhnke Powell Sykora		Transportation Policy		Regulating use of high-occupancy vehicle lanes on marked interstate highways 394 and 35W.	
Cedar Avenue Bus Transit Way	HF570 Gerlach Wilkin Atkins Holberg Wardlow	SF518 Knutson Belanger Pariseau McGinn Metzen		Finance	Appropriating \$5M and authorizing issuance of state bonds for Cedar Av. bus transit way; Introduced 2/24/03.	

W

ISSUE	HF/AUTHOR	SF/AUTHOR	HOUSE STATUS	SENATE STATUS	COMMENTS/ FINANCIAL IMPACT	FINAL ACTION
Northstar Commuter Rail Line	HF53 Opatz	SF27 Betzold Kleis Johnson, DE Jungbauer Foley	Transportation Finance	Finance	Appropriation of \$120M - Authorize issuance of state bonds for construction of Northstar corridor rail.	
	HF116 Goodwin Hausman Nelson, M. Bernardy Lesch Clark Abeler		Transportation Finance		Appropriating money to the commissioner of transportation (DOT) and authorizing the issuance of state bonds for construction of the Northstar commuter rail line (\$123.3M). Northstar commuter rail line funding provided, bonds issued and money appropriated (\$120M).	

C:\Doc\IG\2003leg\JPowers\03 Legislative Tracking Grid.wpd

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

3/04/03
Date

Board Action Requested

Central Corridor update

DISCUSSION ONLY

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 11, 2003

Board Date

Kristine A. Longhenry
Signature

March 4, 2003

Date

**Federal Transit Administration
Project Evaluation Criteria
March 6, 2003**

The following measures are used by FTA to evaluate projects for Federal funding. The evaluation becomes more rigorous as a project moves through the various phases of development. The first table lists the project justification measures.

Criteria	Measure(s)
Mobility Improvements	• Hours of Transportation System User Benefits • Low-Income Households Served • Employment Near Stations
Environmental Benefits	• Change in Regional Pollutant Emissions • Change in Regional Energy Consumption • EPA Air Quality Designation
Operating Efficiencies	• Operating Cost per Passenger Mile
Cost Effectiveness	• Incremental Cost per Hour of Transportation System User Benefit
Transit Supportive Land Use and Future Patterns	• Existing Land Use • Transit Supportive Plans and Policies • Performance and Impacts of Policies • Other Land Use Considerations
Other Factors	• Project benefits not reflected by other New Starts criteria

This table lists financial measures. At each stage of development, the project must receive a "recommended" rating in both areas.

Criteria	Measure(s)
Local Financial Commitment	• Stability and Reliability of Capital Financing Plan • Stability and Reliability of Operating Financing Plan • Local Share of Project Costs

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

3/04/03
Date

Board Action Requested

Approve easement to Richard Buus for the construction, use and maintenance of a concrete wall, elevated deck and deck supports on the Northeast Corridor right of way adjacent to 1510 English Street, St. Paul and authorize the Chair of the RCRRA to sign the easement on behalf of the RCRRA.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere dated 3/6/03
3. Proposed easement

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 11, 2003

Board Date

Kristine A. Longhenry
Signature

March 3, 2003

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992;

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, Mr. Richard Buus, a private landowner, has requested an easement on RCRRA property at 1510 English Street to rebuild a deck and associated structures which will encroach onto RCRRA right of way; and

WHEREAS, an easement has been negotiated to provide for the encroachment; and

WHEREAS, the granting of this easement will not affect the future development potential of the corridor for light rail transit or trail use; Now Therefore Be It

RESOLVED, that the easement is hereby approved; and Be It Further

RESOLVED, that the Ramsey County Regional Railroad Authority Chair is authorized to execute the easement on behalf of 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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners

From: Kathryn DeSpiegelaere, Director

Subject: Easement for Mr. Richard Buus on RCRRA Property at 1510 English Street in St. Paul

Date: March 6, 2003

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.

Mr. Richard Buus had an easement with RCRRA for a retaining wall and deck which encroached into RCRRA right of way. This agreement became null and void when Mr. Buus removed his deck per conditions set forth in the easement. Mr. Buus would like to rebuild his deck and associated structures which would encroach into RCRRA right of way. The easement was reviewed by RCRRA staff, and will not adversely affect the RCRRA from using the right of way for transit or trail purposes. In addition, the new easement contains language in which the RCRRA has the right to request Mr. Buus to vacate the encroachment at his own expense if RCRRA needs access to the right of way for a public purpose. The easement ranges from 1.89 to 3.51 feet in width and is approximately 43 feet in length for a total area of 117.5 square feet. Mr. Buus has reviewed the easement and has agreed to its conditions and has submitted the \$100 administrative fee.

Recommendation:

I am requesting that you approve the easement to Richard Buus for the construction, use, and maintenance of a concrete wall, elevated deck, and deck supports on the RCRRA Northeast Corridor adjacent to the property at 1510 English Street, St. Paul; and

I am requesting that you authorize the RCRRA Chair to execute the easement on behalf of the RCRRA.

Attachments

— — — — —

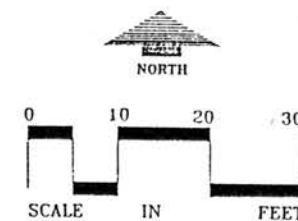


1. o - Denotes iron monument found.
2. • - Denotes iron monument set.
3. - - - - - Denotes wooden fence.
4. - x x - x x - x x - Denotes Chain-link fence.

Lot 9 and Lot 10, Block 1,
Lakeview Addition No. 1
Ramsey County, Minnesota.

That part of the Northwest Quarter of Section 22, Township 29, Range 22, Ramsey County, Minnesota, described as follows:

Commencing at the northwest corner of said Northwest Quarter, thence South 89 degrees 58 minutes 48 seconds East along the north line of said Northwest Quarter a distance of 216.75 feet, thence South 2 degrees 30 minutes 38 seconds West a distance of 1435.45 feet, thence southerly a distance of 391.78 feet along a tangential curve concave to the east having a radius of 22,918.33 feet and a central angle of 0 degrees 58 minutes 46 seconds, thence North 88 degrees 28 minutes 08 seconds West 50.00 feet to a point on the east line of Lot 10, Block 1 Lakeview Addition No. 1, according to the recorded plat thereof on file in the office of the County Recorder, Ramsey County, Minnesota, said point being the point of beginning of the easement to be described, thence South 1 degree 31 minutes 52 seconds South 89 degrees 55 minutes 27 seconds East 3.51 feet, thence North 0 degrees 32 minutes 24 seconds West 24.86 feet to the southeast corner of a concrete wall, thence continuing North 0 degrees 32 minutes 24 seconds West along the east line of said wall 18.53 feet to the northeast corner of said wall, thence North 89 degrees 28 minutes 22 seconds West 1.89 feet to the east line of said Lot 10, thence southerly along said east line to the point of beginning.



PAUL R. McLAGAN & SON
MINNESOTA REGISTERED LAND SURVEYORS
6015 CAHILL AVENUE INVER GROVE HEIGHTS MN 55076

BOUNDARY SURVEY

FOR RICHARD BUUS

DATE 11 AUGUST 1995

Sheet 1 of 1

(Job. No. 11895

I hereby Certify that this survey, plan or report was prepared by me under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

OS NEW

Revised

EASEMENT

THIS EASEMENT, made this _____ day of _____, 200__, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and the Richard W. Buus, party of the second part (hereinafter referred to as the "Grantee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, now abandoned, which includes a strip of land 100 feet in width located between Arlington Avenue and Larpenteur Avenue in the City of Saint Paul, Minnesota (hereinafter the "right of way"), as evidenced by Quit Claim deed on file and of record in the office of the Ramsey County Recorder as document number 2693267; and

WHEREAS, the Grantee is the owner of a certain other parcel of land lying adjacent to and westerly of the right of way, legally described as follows:

Lots 9 and 10, Block 1, Lake View Addition No. 1,

upon which a building presently identified as 1510 English Street has been constructed; and

WHEREAS, a concrete wall, an elevated deck, and deck supports (hereinafter the "encroachments"), have been constructed as part of the building and partially encroach onto and above the right of way,

NOW THEREFORE, for and in consideration of One Hundred Dollars (\$100.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, along with the promises and covenants herein contained, RCRRA does hereby grant and convey unto the Grantee an easement for the construction, use, and maintenance of a concrete wall, elevated deck, and deck supports upon and above the property described as follows:

That part of the Northwest Quarter of Section 22, Township 29, Range 22, Ramsey County, Minnesota, described as follows:

Commencing at the northwest corner of said Northwest Quarter; thence South 89 degrees 58 minutes 48 seconds East along the north line of said Northwest Quarter a distance of 216.75 feet;

thence South 2 degrees 30 minutes 38 seconds West a distance of 1435.45 feet; thence southerly a distance of 391.78 feet along a tangential curve concave to the east having a radius of 22,918.33 feet and a central angle of 0 degrees 58 minutes 46 seconds; thence North 88 degrees 27 minutes 54 seconds West 50.0 feet to a point on the east line of Lot 10, Block 1, Lakeview Addition No. 1, according to the recorded plat thereof on file in the office of the County Recorder, Ramsey County, Minnesota, said point being the point of beginning of the easement to be described; thence South 1 degree 31 minutes 52 seconds West 20.87 feet to the southeast corner of said Lot 10; thence South 89 degrees 55 minutes 27 seconds East 3.51 feet; thence North 0 degrees 32 minutes 24 seconds West 24.86 feet to the southeast corner of a concrete wall; thence continuing North 0 degrees 32 minutes 24 seconds West along the east line of said wall 18.53 feet to the northeast corner of said wall; thence North 89 degrees 28 minutes 22 seconds West 1.89 feet to the east line of said Lot 10; thence southerly along said east line to the point of beginning,

(hereinafter the "premises");

SUBJECT to the following express conditions:

1. RCRRA hereby reserves the right to construct, maintain, use, operate, relocate, reconstruct, and renew such facilities as it may desire at any time, and from time to time, within the premises, including the right and privilege to use the premises for any and all purposes. If the RCRRA determines, in its discretion, that the premises are needed for a public purpose, it may request that Grantee remove, at Grantee's sole expense, all decks, retaining walls, and other improvements from the premises. Upon such request, Grantee shall, at its expense, promptly remove all decks, deck supports, and retaining walls from the premises. Upon such removal, the easement granted herein shall terminate and Grantee shall have no further rights hereunder.
2. The Grantee hereby covenants and agrees not to construct any additional structures, with the exception of the construction, use, and maintenance of a concrete wall, elevated deck, and deck supports upon and above the property to which this easement allows, on or within the premises or right of way, and further agrees that if the present encroachments located upon and above the premises are at any time in the future removed, razed, relocated, or destroyed, by act of nature or otherwise noted, no new structure shall be built on the premises, and the easement herein granted shall immediately cease and terminate and without notice or other proceedings on the part of the RCRRA, the premises shall, without compensation to the Grantee, revert to RCRRA.

3. The Grantee hereby agrees to defend and does hereby indemnify and hold harmless RCRRA, its commissioners, officers, agents, and employees from and against any and all claims, proceedings, actions or causes of action, lawsuits, judgments, losses, damages, whether direct, indirect, or otherwise, costs, and expenses, including attorney's fees, related to or arising out of the Grantee's use of the premises pursuant to this easement.
4. The Grantee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises during the term of this easement.
5. This easement is non-exclusive and is granted subject to the outstanding rights of others to occupy the premises. RCRRA does not warrant its title to the premises nor undertake to defend the Grantee in the peaceable possession, use or enjoyment thereof.

This easement shall run with the land and inure to the benefit of and be binding upon the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have signed this easement on the day and year first above written.



 David F. MacMillan Date
 Assistant Ramsey County Attorney

Rafael Ortega, Chair	Date
----------------------	------

Kathryn DeSpiegaelre 3/4/23
Kathryn DeSpiegaelre Date
Director *Kathryn DeSpiegaelre*

 2/20/03
Date

[illegible]

The foregoing was acknowledged before me on this _____ day of _____, 200__, by Rafael Ortega, Chair of Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, on behalf of Ramsey County Regional Railroad Authority.

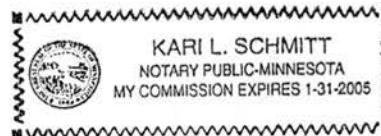
RCRRA No. ENE048

7

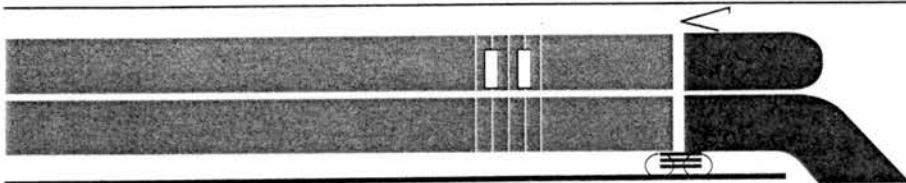
STATE OF MINNESOTA)
COUNTY OF RAMSEY) ss.

The foregoing was acknowledged before me on this 20th day of February, 2003, by Richard W. Buus.

Kari L. Schmitt
Notary Public



This instrument was drafted:
Ramsey Grantee Regional Railroad Authority
Ramsey Grantee Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
(612) 266-2764
RE: ENE048



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

March 25, 2003

Immediately following County Board meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from March 11, 2003 RCRRA Meeting
2. * Legislative update
3. Central Corridor update
4. Metro Transitways Development Board update
5. * Ratify Partial Payment No. 7 in the amount of \$15,276.75 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending February 28, 2003
6. * Ratify quarterly report of payments for October 1, 2002 to December 31, 2002

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, March 11, 2003, in Council Chambers Third Floor Courthouse.

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

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

Chair Ortega called the meeting to order at 11:07 a.m.

1. Approve minutes from February 25, 2003 RCRRA Meeting

Motion was made by Commissioner Bennett, seconded by Commissioner Haigh to approve the minutes from the February 25, 2003 RCRRA Meeting.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

2. Legislative Update

Kathy DeSpiegelaere presented information on the tracking update from the Metro Transitways Development Board (MTDB). Key items are \$2.6 million in funding for Central Corridor and \$1 million in funding for Rushline Corridor, a bill for Cedar Avenue bus transitway in the amount of \$5 million, North Star Commuter Rail for \$120 million and Representative Krinkie's bill to abolish Regional Railroad Authorities.

Commissioner Rettman asked that the RCRRA be provided with a copy of Rep. Krinkie's bill, whether it has other authors, and would the funds being taxed for be taken. Chair Ortega indicated his understanding that the money goes back to the county. Commissioner Rettman also asked about Met Council taxes, what they might look like, and suggested this would be a cost shift that should be looked at. Kathy DeSpiegelaere distributed copies of the bill to the RCRRA. Chair Ortega asked if the dollars for Central Corridor were new money. Kathy replied that it is the same amount that was unallocated by the Governor. Commissioner Haigh noted that there are two proposals, one a request for bonds, and one a request for cash, and that both funding vehicles are going through this legislative session.

Commissioner Bennett asked if there are bonds that need to be paid off and retired. Kathy DeSpiegelaere responded that there are no bonds outstanding that need to be paid. Chair Ortega stated that if the Rail Authorities were abolished, the County would be left holding the debt. Commissioner Bennett asked how much debt the County has versus assets. Chair Ortega stated it would not abolish the responsibility for looking at transit; it would be one less tool for financing.

Commissioner Haigh indicated that there is enthusiasm for the Cedar Avenue busway and there is money in both the House and Senate versions. She noted that some of the same authors are supporting the Krinkie bill. She commented that one of the other issues from MTDB was various financing proposals for operating and stated that the RCRRA supported the MTDB package regarding

expansion of the sales tax to be dedicated for transit and road capital in the Metro. Chair Ortega noted that operating funds for Hiawatha would be raised in the near future.

3. Central Corridor Update

Kathy DeSpiegelaere stated that information from the FTA on how they evaluate projects was included in the meeting documentation. She commented that the Central Corridor is not yet at that evaluation point, until the DEIS has been through public review and the RCRRA selects a locally preferred alternative.

Steve Morris stated that progress has been made on the cultural resources project. He commented that last week, a tour of the Corridor was conducted for the State Historic Preservation Officer (SHPO) and some of the cultural resources Mn/DOT staff. He noted that specifics were discussed about neighborhoods and locations that had been identified, and approaches to meet the FTA requirements. Steve said that the SHPO suggested an approach that would take the work already done and narrow it down based on the information they have, using that as a Phase I analysis that the FTA is requesting and as part of the final EIS and Preliminary Engineering, Phase II work could be done. Steve explained that cultural resources staff would review the documents over the next couple of weeks and will contact the FTA cultural resources person to describe the plan and hopefully receive approval. He noted that he should know what would work going forward in a couple of weeks.

Commissioner Rettman asked if the RCRRA could get a copy of the full evaluation criteria for what is involved in each of those items. Steve Morris replied copies could be provided.

4. Approve easement to Richard Buus for the construction, use and maintenance of a concrete wall, elevated deck, and deck supports on the Northeast Corridor right of way adjacent to 1510 English Street, St. Paul and authorize the Chair of the RCRRA to sign the easement on behalf of the RCRRA

Motion by Commissioner McDonough and seconded by Commissioner Bennett. Role call vote was taken:

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, Mr. Richard Buus, a private landowner, has requested an easement on RCRRA property at 1510 English Street to rebuild a deck and associated structures which will encroach onto RCRRA right of way; and

WHEREAS, an easement has been negotiated to provide for the encroachment; and

WHEREAS, the granting of this easement will not affect the future development potential of the corridor for light rail transit or trail use; Now Therefore Be It

RESOLVED, that the easement is hereby approved; and Be It Further

RESOLVED, that the Ramsey County Regional Railroad Authority Chair is authorized to execute the easement on behalf of the Ramsey County Regional Railroad Authority.

Chair Ortega adjourned the meeting at 11:22 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 11, 2003

Date

Board Action Requested

Legislative update

ACTION MAY BE TAKEN

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

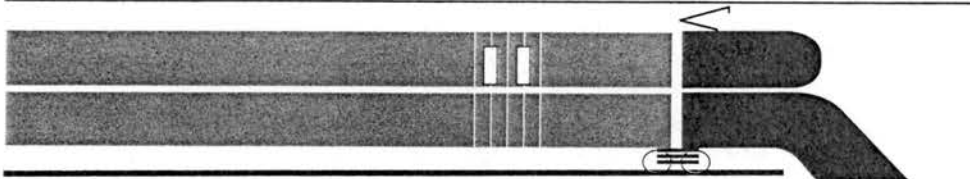
March 18, 2003

Board Date

Kristine A. Longhenry
Signature

March 11, 2003

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: Capital and operating funding for transit

Date: March 11, 2003

There has been discussion relating to operating costs for transit in the region, particularly since the Governor proposed that 60% of Hiawatha operating costs be paid by the communities where it is located.

The Metro Transitways Development Board is exploring options of license tab fees, sales tax, wheelage tax, property tax and other mechanisms to pay operating costs of transit. That information will be provided to you when it is available.

In the meantime, Steve Morris has done research on transit capital and operating funding sources for transit systems throughout the country. Note that this information, which is attached, was from 2001, when Metro Transit was funded in part by regional property taxes. Also attached is 2002 information from research by Transit for Livable Communities.

This is being provided to you for informational purposes.

**Sources of Funding for Public Transit in Peer Cities
In Addition to Fare Revenues and Federal Funding**

	Region (Transit Organization)	Local Sales Tax	Other Source or Sources of Transit Funding
1	Atlanta MARTA	1.0%	
2	Baltimore MTA		State transportation trust fund (vehicle taxes), state general fund
3	Cleveland RTA	1.0%	
4	Dallas DART	1.0%	
5	Denver RTD	0.6%	
6	Houston METRO	1.0%	
7	Minneapolis-St. Paul Metro Transit		State general fund and motor vehicle sales tax
8	Pittsburgh Port Authority		State transit fund (various taxes), state and county general funds
9	Portland Tri-Met		Regional payroll tax (0.6218%)
10	St. Louis Bi-State	0.25%- 0.75%	
11	San Diego MTS, Trolley, others	0.11%	CA Transportation Development Act, other state funds incl. hwy. fund
12	San Jose VTA	0.5%	CA Transportation Development Act (state gas tax proceeds)
13	Seattle King County Metro	0.8%	

Prepared by Transit for Livable Communities
626 Selby Avenue Suite A
St. Paul, MN 55104
Phone 651-767-0298
Date: March 2002

(Page 1 of 2)

SOURCES:

Atlanta: call to MARTA office (Knox O'Callahan), 11 March 2002

Cleveland: RTA press release (<http://www.gcrt.org/pressreleaselist.asp?listingid=286>)
Dallas: call to DART office (Donna Henry), 7 March 2002
Denver: call to RTD office (planning dept.), 6 March 2002
Houston: Metro financial report (<http://www.hou-metro.harris.tx.us/pdf/ar01/financial.pdf>), Texas tax rate information (<http://www.window.state.tx.us/taxinfo/local/rateinfo.html>)
Pittsburgh: call to Port Authority office (Kathy Williams), 7 March 2002
Portland: Tri-Met 2001 financial report (<http://www.tri-met.org/financials2001.pdf>) and tax rate information (<http://www.tri-met.org/taxinfo.htm>); call to Tri-Met office, December 2001
St. Louis: list of municipal tax rates (<http://www.co.st-louis.mo.us/taxes/s&pchart.html>), Bi-State Facts (<http://www.bi-state.org/facts.html>)
San Diego: call to MTDB office (Nancy Irwin), 13 March 2002
San Jose: VTA capital report (http://www.vta.org/inside/about/2002_Adopted_Budget.pdf), Transportation Development Act (<http://www.dot.ca.gov/hq/MassTrans/tdastatu.htm>)
Seattle: call to King County Metro Transit office (Jill Krekalow), 15 March 2002

2001 Capital Funding

- **26 Bus or bus/rail systems operating 500 or more peak vehicles**
- **At the time Metro Transit used property tax for capital.**
- **11 systems reported regional or local sales taxes dedicated to transit capital funding.**

2001 Operating Funding

Revenues	Number of Systems
----------	-------------------------

0-9%	1
10-19%	6
20-29%	9
30-39%	6
40-49%	4

Metro Transit: 35.9%

67

2001 Operating Funding

Dedicated Funds Applied

Systems

0-9%	4
10-19%	2
20-29%	2
30-39%	2
40-49%	2
50-59%	5
60-69%	5
70-79%	3
80-89%	1

9
Metro Transit: 30.2%

TRANSIT CAPITAL FUNDS APPLIED

March 7, 2003

System	Federal Funds		State Funds		Local Funds		Directly Generated (3)	Total	Source of Dedicated Funds (1), (2), (3)
	Formula	Other	General	Dedicated (1)	General	Dedicated (2)			
Oakland (AC)	-	16,825.0	-	-	-	3,064.6	4,711.8	24,601.4	
LACMTA	160,530.4	5,946.8	-	-	-	35,076.9	-	201,554.1	(2) Sales
MUNI (SF)	-	192,508.0	-	17,505.0	-	81,063.0	-	291,076.0	(2) Sales
RTD (Denver)	18,324.3	69,010.2	-	-	-	-	239,445.6	326,780.1	(3) Sales
WMATA (DC)	-	284,535.7	48,875.8	-	73,313.7	-	-	406,725.2	
Miami-Dade	16,058.9	13,054.5	5,348.0	-	2,292.8	-	30,372.5	67,126.7	
MARTA (Atlanta)	20,150.8	94,312.0	1,109.9	-	-	30,693.9	116,310.5	262,577.1	
CTA (Chicago)	86,066.5	115,616.2	1,072.2	44,306.2	-	105,296.1	-	352,357.2	(2) Sales
PACE (Chicago)	-	37,295.1	6,402.1	-	7,414.0	-	1,243.3	52,354.5	
MBTA (Boston)	36,854.3	99,384.9	-	-	-	-	207,962.9	344,202.1	
MTA (Baltimore)	62,071.5	42,436.6	-	28,811.0	-	-	-	133,319.1	
Metro Transit	45,849.7	88,285.1	5,154.9	22,480.6	2,273.2	28,606.1	12,728.3	205,377.9	(3) Property
St. Louis	27,679.6	83,454.8	10,764.8	-	-	14,669.6	-	136,568.8	
New Jersey	106,867.5	353,752.5	22,485.8	222,764.7	-	16,233.1	-	722,103.6	(1) Other
RTA (Cleveland)	17,352.9	11,227.1	8,103.9	-	1,000.0	-	13,121.8	50,805.7	(3) Sales
Tri-Met (Portland)	24,132.4	38,380.8	-	992.5	-	3,115.6	51,455.4	118,076.7	(1) Other (3) Other (payrol
PAT (Pittsburgh)	13,206.8	60,025.8	13,418.0	26,108.0	577.0	900.3	(53.1)	114,182.8	
SEPTA (Phila.)	59,412.7	87,927.1	96,009.6	21,379.8	4,531.3	-	19,147.1	288,407.6	(1) Other
Austin	12,925.0	3,208.9	-	-	-	-	18,928.8	35,062.7	(3) Sales
DART (Dallas)	49,318.6	46,171.6	-	-	-	-	174,692.0	270,182.2	(3) Sales
Houston	56,745.1	42,319.5	-	-	-	-	194,077.1	293,141.7	(3) Sales
VIA (San Antonio)	46,958.8	-	-	-	-	11,733.1	-	58,691.9	(2) Sales
UTA (Salt Lake)	10,721.2	76,934.4	-	-	-	23,606.9	-	111,262.5	(2) Sales
Hampton (Va)	12,104.3	-	1,873.3	-	1,152.8	-	-	15,130.4	
Seattle	19,878.7	7,726.5	-	-	-	-	11,708.7	39,313.9	(3) Sales
Milwaukee	2,493.0	14,757.0	-	-	3,464.9	-	-	20,714.9	

Dollars in 000's

Source: 2001 National Transit Database, Table 6

Information from bus and bus/rail systems operating over 500 peak vehicles in the continental US.

In many areas, dedicated transit funds can be used for operating or capital.

7

System	Federal Funds		State Funds		Local Funds		Directly Generated	Total
	Formula	Other	General	Dedicated	General	Dedicated		
Oakland (AC)	0.0%	68.4%	0.0%	0.0%	0.0%	12.5%	19.2%	100%
LACMTA	79.6%	3.0%	0.0%	0.0%	0.0%	17.4%	0.0%	100%
MUNI (SF)	0.0%	66.1%	0.0%	6.0%	0.0%	27.8%	0.0%	100%
RTD (Denver)	5.6%	21.1%	0.0%	0.0%	0.0%	0.0%	73.3%	100%
WMATA (DC)	0.0%	70.0%	12.0%	0.0%	18.0%	0.0%	0.0%	100%
Miami-Dade	23.9%	19.4%	8.0%	0.0%	3.4%	0.0%	45.2%	100%
MARTA (Atlanta)	7.7%	35.9%	0.4%	0.0%	0.0%	11.7%	44.3%	100%
CTA (Chicago)	24.4%	32.8%	0.3%	12.6%	0.0%	29.9%	0.0%	100%
PACE (Chicago)	0.0%	71.2%	12.2%	0.0%	14.2%	0.0%	2.4%	100%
MBTA (Boston)	10.7%	28.9%	0.0%	0.0%	0.0%	0.0%	60.4%	100%
MTA (Baltimore)	46.6%	31.8%	0.0%	21.6%	0.0%	0.0%	0.0%	100%
Metro Transit	22.3%	43.0%	2.5%	10.9%	1.1%	13.9%	6.2%	100%
St. Louis	20.3%	61.1%	7.9%	0.0%	0.0%	10.7%	0.0%	100%
New Jersey	14.8%	49.0%	3.1%	30.8%	0.0%	2.2%	0.0%	100%
RTA (Cleveland)	34.2%	22.1%	16.0%	0.0%	2.0%	0.0%	25.8%	100%
Tri-Met (Portland)	20.4%	32.5%	0.0%	0.8%	0.0%	2.6%	43.6%	100%
PAT (Pittsburgh)	11.6%	52.6%	11.8%	22.9%	0.5%	0.8%	0.0%	100%
SEPTA (Phila.)	20.6%	30.5%	33.3%	7.4%	1.6%	0.0%	6.6%	100%
Austin	36.9%	9.2%	0.0%	0.0%	0.0%	0.0%	54.0%	100%
DART (Dallas)	18.3%	17.1%	0.0%	0.0%	0.0%	0.0%	64.7%	100%
Houston	19.4%	14.4%	0.0%	0.0%	0.0%	0.0%	66.2%	100%
VIA (San Antonio)	80.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	100%
UTA (Salt Lake)	9.6%	69.1%	0.0%	0.0%	0.0%	21.2%	0.0%	100%
Hampton (Va)	80.0%	0.0%	12.4%	0.0%	7.6%	0.0%	0.0%	100%
Seattle	50.6%	19.7%	0.0%	0.0%	0.0%	0.0%	29.8%	100%
Milwaukee								

System	Dedicated Revenues	
Oakland (AC)	31.6%	
LACMTA	17.4%	Sales - 29,063.8
MUNI (SF)	33.9%	Sales - 80,406.0
RTD (Denver)	73.3%	Sales - 130,815.0
WMATA (DC)	0.0%	
Miami-Dade	45.2%	
MARTA (Atlanta)	56.0%	
CTA (Chicago)	42.5%	Sales - 41,433.8
PACE (Chicago)	2.4%	
MBTA (Boston)	60.4%	
MTA (Baltimore)	21.6%	
Metro Transit	31.1%	Property - 11939.2 and 20,276.1
St. Louis	10.7%	
New Jersey	33.1%	Other - 3,462.4
RTA (Cleveland)	25.8%	Sales - 13121.8
Tri-Met (Portland)	47.1%	Other - 31,284.7 (Payroll?), Other - 992.5
PAT (Pittsburgh)	23.6%	
SEPTA (Phila.)	14.1%	Other - 21,379.8
Austin	54.0%	Sales - 18,928.8
DART (Dallas)	64.7%	Sales - 174,692.0
Houston	66.2%	Sales - 194,077.1
VIA (San Antonio)	20.0%	Sales - 11,733.1
UTA (Salt Lake)	21.2%	Sales - 23,606.9
Hampton (Va)	0.0%	
Seattle	29.8%	Sales - 11,708.7
Milwaukee	0.0%	

Sources of funds are not always reported.

6

TRANSIT OPERATING FUNDS APPLIED

February 21, 2003

System	Revenues	Non-Transp. Funds	Dedicated and Other (1)	Federal Funds	State Funds		Local Funds		Total	Source of Dedicated Funds (1), (2), (3)
					General Revenue	Dedicated and Other (2)	General Revenue	Dedicated and Other (3)		
Oakland (AC)	50,294.9	6,264.1	51,575.0	6,561.6	-	5,703.2	5,302.5	88,420.5	214,121.8	(1) Property, (2) Income, (3) Income
LACMTA	226,215.8	14,749.4	-	55,735.0	-	-	-	474,212.0	770,912.2	(3) Sales tax
MUNI (SF)	113,075.7	8,936.7	-	12,748.8	-	65,156.6	208,957.8	18,545.8	427,421.4	(2) Sales tax, (3) Sales tax
RTD (Denver)	50,555.3	23,169.1	152,255.4	30,204.1	-	-	-	-	256,183.9	(1) Sales tax
WMATA (DC)	396,537.7	145,764.2	-	18,977.0	141,293.5	-	166,716.9	20,851.1	890,140.4	(3) Gas tax
Miami-Dade	72,692.2	710.2	-	35,707.6	10,608.5	4,403.1	110,000.0	21,991.9	256,113.5	(3) Gas tax
MARTA (Atlanta)	107,103.7	38,226.3	-	48,512.5	-	-	-	207,536.5	401,379.0	(3) Sales tax
CTA (Chicago)	395,558.6	17,235.5	14,649.4	-	32,463.0	152,926.0	5,000.0	266,079.0	883,911.5	(3) Sales tax
PACE (Chicago)	39,427.6	1,311.6	-	3,118.7	3,656.9	75,305.9	3,996.1	2,320.2	129,137.0	(2) Sales tax
MBTA (Boston)	321,870.2	27,523.2	-	6,500.0	-	486,350.3	144,553.7	-	986,797.4	(2) Sales tax
MTA (Baltimore)	97,194.0	3,122.4	-	-	-	211,486.9	-	-	311,803.3	
Metro Transit	66,922.7	2,279.6	56,272.7	7,193.7	49,440.0	25.9	4,146.2	-	186,280.8	(1) Property, (2) Gas
St. Louis	33,204.2	2,461.8	-	14,902.0	3,956.2	-	94,464.4	160.0	149,148.6	
New Jersey	502,475.0	44,485.0	-	41,003.8	209,097.0	273,275.2	6,245.4	7,669.7	1,084,251.1	
RTA (Cleveland)	43,358.5	1,652.3	-	11,971.0	2,970.3	-	-	175,411.1	235,363.2	(3) Sales tax
Tri-Met (Portland)	58,138.5	15,778.6	119,956.9	33,967.1	-	1,790.3	30.0	109.7	229,771.1	(1) Payroll tax
PAT (Pittsburgh)	60,787.9	2,262.5	-	28,491.1	67,522.8	77,308.7	22,496.1	1,300.3	260,169.4	
SEPTA (Phila.)	308,188.1	20,214.5	-	27,500.0	187,242.3	163,473.6	62,414.1	1,995.2	771,027.8	(2) May be payroll
Austin	9,549.4	15,802.9	71,144.4	-	-	-	-	-	96,496.7	(1) Sales tax
DART (Dallas)	36,321.5	5,215.6	-	669.5	-	-	-	276,819.1	319,025.7	(3) Sales tax
Houston	53,529.3	28,616.9	147,203.1	39,574.1	-	-	-	9,893.5	278,816.9	(1) Sales tax, (3) Sales tax
VIA (San Antonio)	16,513.7	6,000.5	67,927.7	6,085.3	-	-	-	-	96,527.2	(1) Sales tax
UTA (Salt Lake)	18,465.1	3,940.4	-	22,535.5	-	78.6	-	65,827.7	110,847.3	(3) Sales tax
Hampton (Va)	15,129.4	483.0	-	14,289.5	10,352.5	-	9,764.7	-	50,019.1	
Seattle	100,490.3	23,275.5	220,894.1	15,065.1	449.5	-	1,047.7	-	361,222.2	(1) Sales tax
Milwaukee	41,870.2	313.3	-	17,668.9	65,047.1	-	17,222.1	-	132,121.6	

Dollars in 000's

Source: 2001 National Transit Database, Tables 1 and 5.

Information from bus and bus/rail systems operating over 500 peak vehicles in the continental US.

For clarity, small tax amounts are not identified by source.

In a few cases, the source of funds is not included in the report.

Tax rates vary. Houston, Dallas and Atlanta sales taxes are at 1%.

System	Revenues	Non-Transp. Funds	Dedicated and Other (1)	Federal Funds	State Funds		Local Funds		Total	Source of Dedicated Funds (1), (2), (3)
					General Revenue	Dedicated and Other (2)	General Revenue	Dedicated and Other (3)		
Oakland (AC)	23.5%	2.9%	24.1%	3.1%	0.0%	2.7%	2.5%	41.3%	100%	(1) Property, (2) Income, (3) Income
LACMTA	29.3%	1.9%	0.0%	7.2%	0.0%	0.0%	0.0%	61.5%	100%	(3) Sales tax
MUNI (SF)	26.5%	2.1%	0.0%	3.0%	0.0%	15.2%	48.9%	4.3%	100%	(2) Sales tax, (3) Sales tax
RTD (Denver)	19.7%	9.0%	59.4%	11.8%	0.0%	0.0%	0.0%	0.0%	100%	(1) Sales tax
WMATA (DC)	44.5%	16.4%	0.0%	2.1%	15.9%	0.0%	18.7%	2.3%	100%	(3) Gas tax
Miami-Dade	28.4%	0.3%	0.0%	13.9%	4.1%	1.7%	42.9%	8.6%	100%	(3) Gas tax
MARTA (Atlanta)	26.7%	9.5%	0.0%	12.1%	0.0%	0.0%	0.0%	51.7%	100%	(3) Sales tax
CTA (Chicago)	44.8%	1.9%	1.7%	0.0%	3.7%	17.3%	0.6%	30.1%	100%	(3) Sales tax
PACE (Chicago)	30.5%	1.0%	0.0%	2.4%	2.8%	58.3%	3.1%	1.8%	100%	(2) Sales tax
MBTA (Boston)	32.6%	2.8%	0.0%	0.7%	0.0%	49.3%	14.6%	0.0%	100%	(2) Sales tax
MTA (Baltimore)	31.2%	1.0%	0.0%	0.0%	0.0%	67.8%	0.0%	0.0%	100%	
Metro Transit	35.9%	1.2%	30.2%	3.9%	26.5%	0.0%	2.2%	0.0%	100%	(1) Property, (2) Gas
St. Louis	22.3%	1.7%	0.0%	10.0%	2.7%	0.0%	63.3%	0.1%	100%	
New Jersey	46.3%	4.1%	0.0%	3.8%	19.3%	25.2%	0.6%	0.7%	100%	
RTA (Cleveland)	18.4%	0.7%	0.0%	5.1%	1.3%	0.0%	0.0%	74.5%	100%	(3) Sales tax
Tri-Met (Portland)	25.3%	6.9%	52.2%	14.8%	0.0%	0.8%	0.0%	0.0%	100%	(1) Payroll tax
PAT (Pittsburgh)	23.4%	0.9%	0.0%	11.0%	26.0%	29.7%	8.6%	0.5%	100%	
SEPTA (Phila.)	40.0%	2.6%	0.0%	3.6%	24.3%	21.2%	8.1%	0.3%	100%	(2) May be payroll
Austin	9.9%	16.4%	73.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	(1) Sales tax
DART (Dallas)	11.4%	1.6%	0.0%	0.2%	0.0%	0.0%	0.0%	86.8%	100%	(3) Sales tax
Houston	19.2%	10.3%	52.8%	14.2%	0.0%	0.0%	0.0%	3.5%	100%	(1) Sales tax, (3) Sales tax
VIA (San Antonio)	17.1%	6.2%	70.4%	6.3%	0.0%	0.0%	0.0%	0.0%	100%	(1) Sales tax
UTA (Salt Lake)	16.7%	3.6%	0.0%	20.3%	0.0%	0.1%	0.0%	59.4%	100%	(3) Sales tax
Hampton (Va)	30.2%	1.0%	0.0%	28.6%	20.7%	0.0%	19.5%	0.0%	100%	
Seattle	27.8%	6.4%	61.2%	4.2%	0.1%	0.0%	0.3%	0.0%	100%	(1) Sales tax
Milwaukee	31.7%	0.2%	0.0%	13.4%	41.7%	0.0%	13.0%	0.0%	100%	

Average 27.4%

Dollars in 000's

Source: 2001 National Transit Database, Tables 1 and 5,

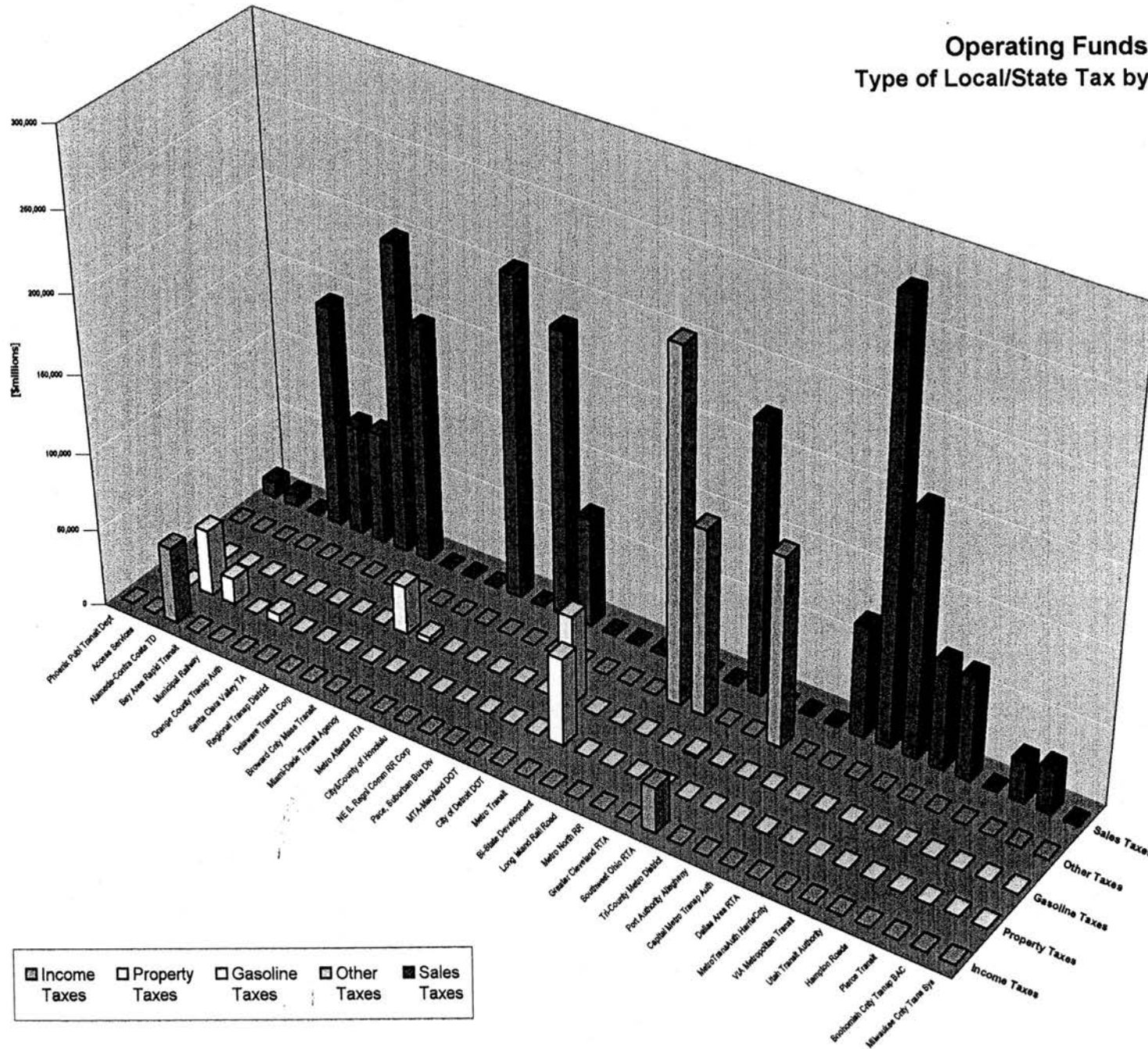
Information from bus and bus/rail systems operating over 500 peak vehicles in the continental US.

For clarity, small tax amounts are not identified by source.

In a few cases, the source of funds is not included in the report.

System	Dedicated Revenues
Oakland (AC)	68.0%
LACMTA	61.5%
MUNI (SF)	19.6% May be reduced by area-wide transit funding.
RTD (Denver)	59.4%
WMATA (DC)	2.3%
Miami-Dade	10.3%
MARTA (Atlanta)	51.7%
CTA (Chicago)	49.1%
PACE (Chicago)	60.1%
MBTA (Boston)	49.3%
MTA (Baltimore)	67.8%
Metro Transit	30.2% Property tax eliminated in 2002
St. Louis	0.1%
New Jersey	25.9%
RTA (Cleveland)	74.5%
Tri-Met (Portland)	53.0%
PAT (Pittsburgh)	30.2%
SEPTA (Phila.)	21.5%
Austin	73.7%
DART (Dallas)	86.8%
Houston	56.3%
VIA (San Antonio)	70.4%
UTA (Salt Lake)	59.5%
Hampton (Va)	0.0%
Seattle	61.2%
Milwaukee	0.0%
Average	43.9%

Operating Funds Type of Local/State Tax by Agency



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

March 11, 2003
Date

Board Action Requested

Central Corridor update

DISCUSSION ONLY

Request Justification

Information on Central Corridor status will be given at the meeting.

Information on federal new starts criteria is attached. The web site is www.FTA.DOT.GOV.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 18, 2003

Board Date

Kristine A. Longhewy
Signature

March 11, 2003
Date

Planning, Development, and Funding for New Starts Projects

The Federal Transit Administration's (FTA) discretionary New Starts program is the Federal government's primary financial resource for supporting locally-planned, implemented, and operated transit "guideway" capital investments. From heavy to light rail, from commuter rail to bus rapid transit systems, the New Starts program has helped to make possible hundreds of new or extended transit fixed guideway systems across the country. These rail and bus investments, in turn, have improved the mobility of millions of Americans, have helped to reduce congestion and improve air quality in the areas they serve, and have fostered the development of viable, safer, and more livable communities.

The Transportation Equity Act for the 21st Century (TEA-21) has authorized \$8.2 billion in New Starts funding through fiscal year 2003. An even higher level of funding is anticipated in the next Federal surface transportation authorization beginning in 2004. While the level of New Starts funding has never been higher, neither has the demand for it. TEA-21 authorizes over 190 projects nationwide to compete for these discretionary Federal dollars. Many of these projects are currently in FTA's New Starts pipeline (that is, projects pursuing New Starts funding which are in the preliminary or final design stages of development).

TEA-21 directs FTA to evaluate and rate candidate New Starts projects as an input to Federal funding decisions and at specific milestones throughout each project's planning and development. TEA-21 further establishes a comprehensive planning and project development process which New Starts projects must follow, and which is intended to assist local agencies and decisionmakers evaluate alternative strategies for addressing transportation problems in specified corridors and select the most appropriate improvement to advance into engineering, design, and construction. Planning and project development for New Starts projects is a continuum of analytical activities carried out as part of the metropolitan planning and National Environmental Policy Act of 1969 (NEPA) review processes.

FTA has published a Final Rule on Major Capital Investment Projects which outlines these New Starts requirements (a series of FAQs on the Final Rule is available here). FTA has also issued preliminary Guidance on Advancing Major Transit Investments Through Planning and Project Development which provides additional detail on the project development and evaluation processes for fixed guideway transit projects seeking New Starts funding. The following narrative summarizes the planning, development, and funding of New Starts projects. The following describes the planning, project development, evaluation, and budget recommendation processes for fixed guideway transit projects seeking New Starts funding.

Please contact us if you have any comments or suggestions on how to improve this site.

New Starts Criteria

TEA-21 identifies several specific New Starts criteria which the Federal Transit Administration must consider in its approval to advance transit fixed guideway projects through the project development process and enter into a long term financial commitment to implement the proposed investments. The Act categorizes these criteria into three broad areas:

1. **Alternatives Analysis and Preliminary Engineering.** Along with Final Design, these activities constitute the planning and project development process for New Starts investments. All projects seeking discretionary New Starts funding must follow this process, and FTA must approve project entrance into all but the alternatives analysis phase of planning and development. The planning and project development process is the forum for the development and refinement of the project justification and local financial commitment New Starts criteria (see below), and for addressing other planning, environmental, engineering, and design issues and requirements.
2. **Project Justification.** TEA-21 requires that proposed New Starts projects be justified based on several project justification criteria, including the following:
 - Mobility Improvements
 - Environmental Benefits;
 - Operating Efficiencies;

- Cost Effectiveness; and
- Other Factors.

Because of its important role in contributing to the success of fixed guideway transit systems, TEA-21 further encourages the consideration of Transit Supportive Land Use and Future Patterns.

FTA has added this consideration as an additional project justification criteria.

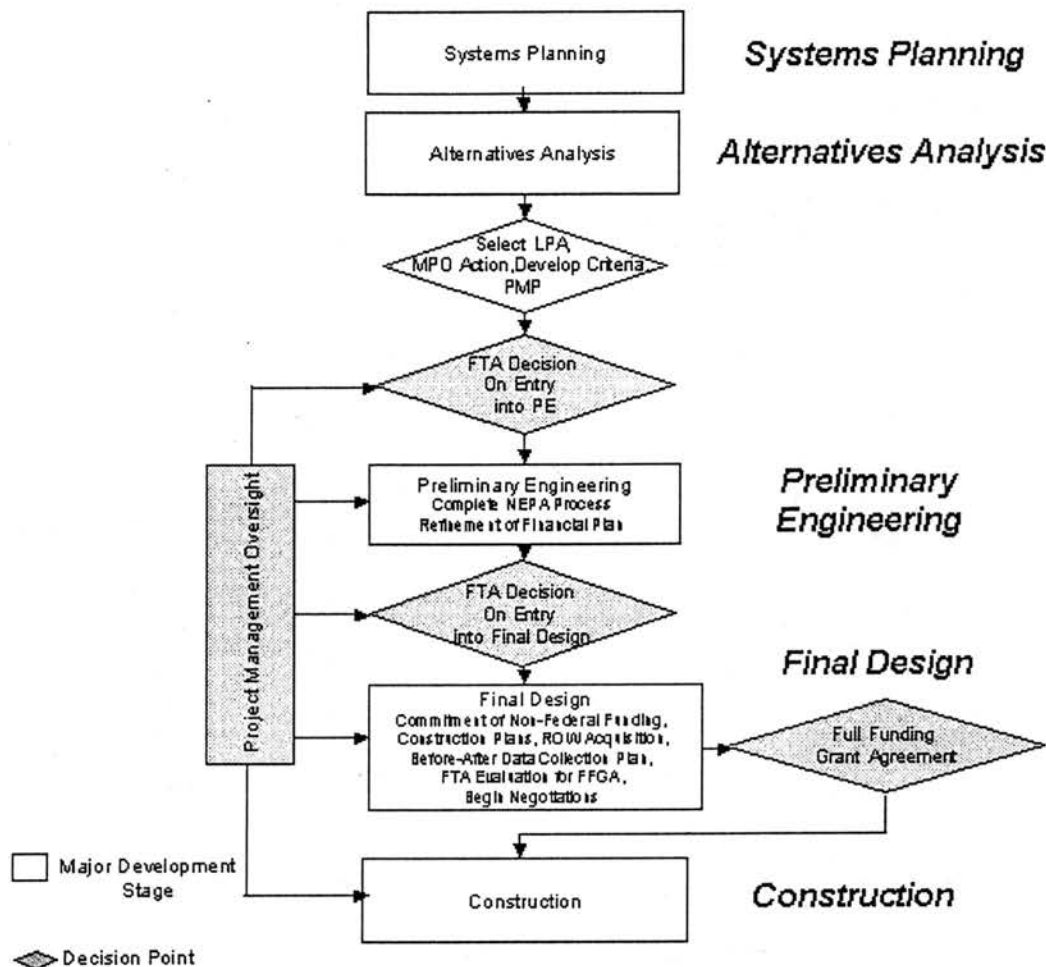
3. Local Financial Commitment. TEA-21 requires that New Starts project sponsors demonstrate adequate local support for the project, as measured by:

- The proposed share of total project costs from sources other than from the New Starts program, including Federal formula and flexible funds and state and local funding;
- The strength of the proposed project's capital financing plan; and
- The ability of the sponsoring agency to fund operation and maintenance of the entire system as planned once the guideway project is built.

Planning and Project Development Process for New Starts Projects

Projects seeking New Starts funding ---- like all Federally-funded transportation investments in metropolitan areas --- must emerge from a locally-driven, *multimodal* corridor planning process, as depicted graphically below:

TEA-21 New Starts Planning and Project Development Process



There are three key phases in the planning and project development process for projects seeking New Starts funding: 1) Alternatives Analysis; 2) Preliminary Engineering; and 3) Final Design. These phases are described below.

1. Alternatives Analysis

To specifically qualify for Section 5309 New Starts funding, candidate projects must have resulted from an alternatives analysis (also known as major investment study or multimodal corridor analysis) study which evaluates appropriate modal and alignment options for addressing mobility needs in a given corridor. Alternatives analysis can be viewed as a bridge between systems planning (which identifies regional travel patterns and

transportation corridors in need of improvements) and project development (where a project's design is refined sufficiently to complete the NEPA environmental process). The alternatives analysis study is intended to provide information to local officials on the benefits, costs, and impacts of alternative transportation investments developed to address the purpose and need for an improvement in the corridor. Potential local funding sources for implementing and operating the alternatives should be identified and studied, and New Starts criteria should be developed. At local discretion, the alternatives analysis may include the undertaking of a Draft Environmental Impact Statement (DEIS). Involvement of a wide range of stakeholders --- including the general public --- in the alternative analysis study process is strongly encouraged.

Alternatives analysis is considered complete when a locally preferred alternative (LPA) is selected by local and regional decisionmakers and adopted by the metropolitan planning organization (MPO) into the financially-constrained metropolitan transportation plan. At this point, the local project sponsor may submit to FTA the LPA's New Starts project justification and local financial commitment criteria and request FTA's approval to enter into the preliminary engineering phase of project development.

FTA is in the process of updating its *Technical Methods for Transit Project Planning* which provides detailed technical guidance on the alternatives analysis study process. The original guidance is available by mail from the FTA Office of Planning (click [here](#) to request a copy).

FTA requests the opportunity to review the alternatives analysis study's scope of work, purpose and need, description of alternatives, and technical methodologies and results as they are developed. FTA desires to become involved in these local studies to assist agencies in addressing

technical and procedural issues early in the study process (rather than at the end when it may be too late to efficiently solve them) and to gain sufficient understanding of the resulting project to support FTA's decision to advance it into preliminary engineering and, later, final design.

2. Preliminary Engineering

During the preliminary engineering phase of project development, local project sponsors refine the design of the proposal, taking into consideration all reasonable design alternatives. Preliminary engineering results in estimates of project costs, benefits, and impacts at a level of detail necessary to complete the NEPA process. The proposed project's New Starts criteria are similarly refined in the preliminary engineering phase of development; project management plans are updated; and local funding sources are committed to the project (if not previously committed).

FTA typically assigns project management oversight contractors to projects undergoing PE to ensure that the engineering effort progresses in accordance with FTA requirements, and that the project sponsor is adequately preparing for the final design stage of development.

Preliminary engineering for a New Starts project is considered complete when FTA has issued a Record of Decision (ROD) or Finding of No Significant Impact (FONSI), as required by NEPA. Projects which complete preliminary engineering and whose sponsors are determined by FTA to have the technical capability to advance further in the project development process must request FTA approval to enter final design (and submit updated New Starts criteria for evaluation).

3. Final Design

Final design is the last phase of project development, and includes right-of-way acquisition, utility relocation, and the preparation of final construction plans (including construction management plans), detailed

specifications, construction cost estimates, and bid documents. The project's financial plan is finalized, and a plan for the collection and analysis of data needed to undertake a Before and After Study (which is required of all projects seeking an FFGA) is developed.

Project Justification

TEA-21's project justification criteria are intended to reflect the broad range of benefits and impacts which may be realized by the implementation of the proposed New Starts transit investment. Project justification criteria are initially developed as part of alternatives analysis and are refined throughout the preliminary engineering and final design phases of project development. FTA periodically issues guidance on the calculation of project justification measures. FTA's New Starts project justification criteria --- and the current measures which make up each criteria --- are summarized below:

Criteria	Measure(s)
Mobility Improvements	• Hours of Transportation System User Benefits • Low-Income Households Served • Employment Near Stations
Environmental Benefits	• Change in Regional Pollutant Emissions • Change in Regional Energy Consumption • EPA Air Quality Designation
Operating Efficiencies	• Operating Cost per Passenger Mile
Cost Effectiveness	• Incremental Cost per Hour of Transportation System User Benefit
Transit Supportive Land Use and Future Patterns	• Existing Land Use • Transit Supportive Plans and Policies

	• Performance and Impacts of Policies • Other Land Use Considerations
Other Factors	• Project benefits not reflected by other New Starts criteria

Local Financial Commitment

The local financial commitment criterion is intended to reflect the level of local funding proposed for the project, and the extent to which this local funding is dedicated to, and in place for, the proposed investment. This criterion also addresses the reasonableness of project cost estimates and revenue forecasts; the adequacy of provisions to address unanticipated costs and funding shortfalls; the financial condition of the New Start project sponsor; and how the sponsor will ensure the operation and maintenance of its entire transit system after implementation of the proposed fixed guideway system.

Like the project justification criteria, information which supports the local financial commitment criteria is refined throughout the planning and project development process. Guidance on the development of transit financial plans is available from FTA.

The three measures for local financial commitment include:

Criteria	Measure(s)
Local Financial Commitment	• Stability and Reliability of Capital Financing Plan • Stability and Reliability of Operating Financing Plan • Local Share of Project Costs

New Starts Evaluation and Rating

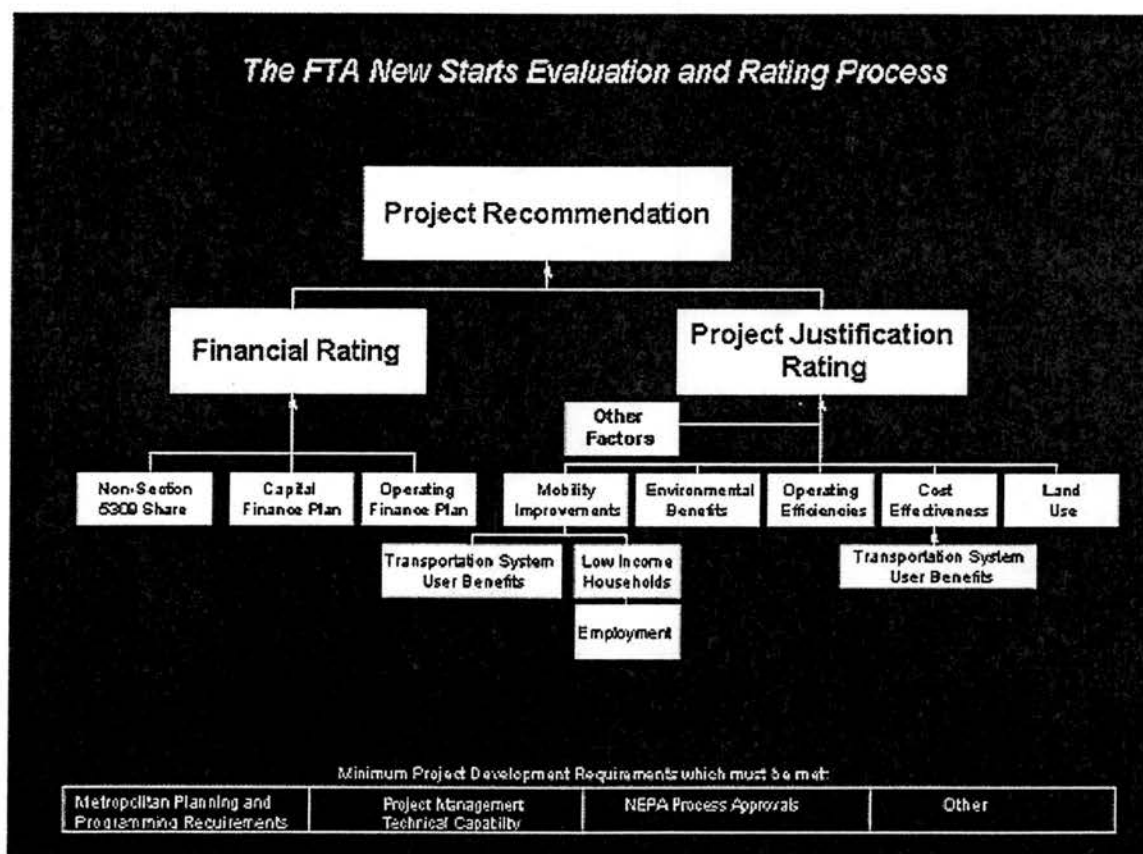
FTA evaluates and rates New Starts projects for several specific reasons:

1. To approve project entrance into preliminary engineering;
2. To approve project entrance into final design;

3. As an input to development of the Department's annual New Starts budget request. FTA's ratings are included in the *Annual Report on New Starts*, which is submitted to Congress each Spring;
4. To execute a full funding grant agreement (FFGA).

In undertaking its evaluation, TEA-21 requires that FTA rate each candidate New Starts project (in preliminary engineering or final design) as either *Highly Recommended*, *Recommended*, or *Not Recommended*. These overall project ratings are based on ratings assigned by FTA to each of the project justification and local financial commitment criteria described above.

The graphic below summarizes FTA's evaluation and rating process.



FTA assigns a rating of *high*, *medium-high*, *medium*, *low-medium*, or *low* to each of the individual project justification criteria and to the measures for local financial commitment. These criteria/measure-specific ratings are then combined into *summary* project justification and finance ratings. These summary ratings are in

turn used to determine overall project ratings according to the following decision rule:

- **Highly Recommended** Projects must be rated at least *medium-high* for both finance and project justification;
- **Recommended** Projects must be rated at least *medium* for both finance and project justification;
- **Not Recommended** Projects not rated at least *medium* in both finance and justification will be rated as *not recommended*.

Additional information on FTA's process for evaluating New Starts projects is available here.

It is very important to emphasize that project evaluation is an on-going process. FTA evaluation and rating occurs annually in support of budget recommendations presented in the *Annual Report on New Starts* and when projects request FTA approval to enter into preliminary engineering or final design. Consequently, as proposed New Starts projects proceed through the project development process, information concerning costs, benefits, and impacts is refined and the ratings updated to reflect new information.

FTA Budget Recommendations

FTA's ratings are intended to reflect overall project merit; proposed projects that are rated as *recommended* or *highly recommended* have demonstrated significant potential benefits and are therefore eligible for New Starts funding. However, a rating of *recommended* or *highly recommended* does not translate directly into a funding recommendation or commitment in any given year. Rather, FTA must also consider the amount of New Starts funding available on an annual basis and the phase of project development of candidate New Starts projects. To be included in FTA's annual budget request, proposed New Starts must also be sufficiently developed for consideration of a Federal full funding grant agreement (FFGA) - FTA's funding mechanism for supporting the multi-year capital needs of project construction.

The following general principles are applied when determining annual funding allocations among proposed New Starts projects:

- The New Starts program is a capital program. FTA budget recommendations, therefore, will be limited primarily to providing capital assistance. Funding for alternatives analysis may be provided through FTA's Metropolitan Planning or Urbanized Area Formula Grants programs, or through local sources. New Starts funds should not be used for planning activities in support of alternatives analysis.
- TEA-21 limits the amount of annual New Starts funding available for preliminary engineering at 8 percent of the total annual program.
- Firm funding commitments, embodied in FFGAs, should not be made until the final design process has progressed to the point where estimated costs, benefits, and impacts are known with an extremely high degree of confidence. FFGAs will not be entered into with projects in the preliminary engineering stage of development.
- Existing FFGA commitments should be honored before any additional funding recommendations are made. Therefore, the amount of New Starts funding available for entering into new FFGAs in any given year is limited to the balance of the program remaining after fulfilling existing FFGA commitments.
- The FFGA defines the terms of the Federal commitment to a specific project, including funding. Upon completion of an FFGA, the Federal funding commitment has been fulfilled. Additional project funding will not be recommended. Any additional costs beyond the scope of the Federal commitment are the responsibility of the grantee.

Jump to Text



**Reporting Instructions for the Section
5309 New Starts Criteria**

June 2002

*Prepared by:
Federal Transit Administration
Office of Planning*

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<http://www.fta.dot.gov/library/policy/ns/2002/index.html>

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[3. Instructions for Calculating and Reporting Project Justification Information](#) [PDF 519K]

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- 3.1.1.2 Calculation and Reporting Methods

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4.1.3 Support Documentation

Appendix A: Reporting Templates [PDF 567K]

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Template 3: Travel Time Savings Worksheet

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Template 5: Employment Worksheet

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Template 13 : New Starts Project Finance Worksheet

Appendix B: Sample Methodology for Estimating Station Area Socio-Economic Statistics --

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Appendix C: U.S. Census Definition of Low Income [PDF 141K]

THE 2001 HHS POVERTY GUIDELINES

One Version of the [U.S.] Federal Poverty Measure

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<http://www.fta.dot.gov/library/policy/ns/2002/toc.html>

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

March 11, 2003
Date

Board Action Requested

Metro Transitways Development Board update

DISCUSSION ONLY

Request Justification

See attached information:

1. Annual report
2. Northstar Corridor Development Authority presentation to Governor Pawlenty

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 18, 2003
Board Date

Kristine A. Longhenny
Signature

March 11, 2003
Date



Metro Transitways Development Board

A Joint Powers Board of Metropolitan Counties

2002 Annual Report



Introduction —A New Name, A Renewed Commitment

After ten years of doing business as the Metropolitan LRT Joint Powers Board, the Board changed its name to the Metro Transitways Development Board (Board) in 2002. The new name more accurately reflects what the Board does - support the development of a comprehensive transit system that includes commuter rail, light rail and busway options.

The Board was established in 1992 by a joint powers agreement among the seven metropolitan county regional railroad authorities. In 2002, Hennepin County Commissioner Peter McLaughlin chaired the Board. Anoka County Commissioner Paul McCarron served as vice chair and Ramsey County Commissioner Susan Haigh served as

secretary. Additional Board members included: Carver County Commissioner John Siegfried, Dakota County Commissioner Paul Krause, Scott County Commissioner Art Bannerman, and Washington County Commissioner Myra Peterson.

In 2002, construction of Hiawatha LRT Corridor progressed smoothly, on time and on budget at 65% completion. Progress on the development of additional rail and transitway corridors, however, was once again stymied by the State of Minnesota. This 2002 Annual Report will summarize the Board's on-going efforts to develop a system of transitways to serve the region.

Funding for the Twin Cities Transitway Projects —MINNESOTA RIDES



More Transit Options
Fewer Highway Hassles

During the 2002 Legislative Session, the Board worked to secure the funding needed to complete the final design and construction of commuter rail in the Northstar Corridor, as well as funding needed to progress Red Rock, Central and Cedar Corridors. Although the Legislature failed to act on funding in 2002, the Board's advocacy efforts were intense and sustained throughout the difficult session.

Following the Session, the Board determined that a new approach was necessary and developed a comprehensive project priority and financing plan to support roadway improvements, better bus service and new transitways. Called **Minnesota Rides**, this cost-effective plan identifies new resources and transportation priorities that are needed if the State is going to start making measurable improvements in solving transportation problems that are affecting people and businesses in Minnesota.

The Minnesota Rides financing plan has four main elements, all of which would require State action. These four elements are:

- 1) The authorization of a referendum on a one-half cent sales tax in a multi-county metro service area for 10 years. If approved by voters, the revenues would be invested in transportation capital projects — for both transit and roads.
- 2) The issuance of bonds to accelerate the construction schedule on high priority highway projects and to take advantage of low interest rates.
- 3) The adoption of a 6-cent gas tax increase to fund highway construction statewide.

- 4) The adoption of a new schedule for license tab fees to allow the State to direct a greater share of motor vehicle excise tax revenues for new transit operations.

On a federal level, the Board continued in its role as the primary advocate for federal funding for the Twin Cities Transitways. In 2002, the Board sought funding for Hiawatha, Northstar, Red Rock, Central, Cedar and Rush Line Corridors. While Congress did not act on the Fiscal Year 2003 Transportation Funding Bill in 2002, it is anticipated that Hiawatha, Northstar, and Cedar Corridors will receive some funding for FY 2003.

Forum for Information Sharing: Progress on Rail Corridors

In addition to advocacy, the Board works to provide a coordinated regional approach to rail and transit development, from policy creation to legislative proposals. The member county regional railroad authorities represent an important source of initiative and capital financing for transitway projects, and are key to coordinating roadway and transit improvements in the metropolitan area. As a result, the individual corridors benefit from each other's experiences, and the region is adopting a consistent and coordinated approach to corridor development while maintaining the unique local character of the corridors.

Corridor accomplishments and milestones in 2002 include the following:



Hiawatha LRT Corridor project surpassed the 65 percent completion mark in late 2002, on time and on budget.

In October, Governor Jesse Ventura, Metropolitan Council Chair Ted Mondale and MTDB Chair Peter McLaughlin celebrated full completion of the Metro Transit Light Rail Transit Operations and Maintenance Facility. The facility will house LRT vehicles, operational and maintenance facilities and the rail Control Center. The delivery of the first LRT vehicle is anticipated in early 2003.





A key milestone for downtown Minneapolis was attained in fall 2002 as trackwork was completed

through intersections along Fifth Street between First Avenue North and Portland Avenue. Tracks, ties and ballast were installed at the maintenance facility and along the corridor between 50th Street and Lake Street. Existing bridges were modified or reconstructed to accommodate light rail trains. New flyover bridges were erected across the interchange of the TH 62 (Crosstown) and TH 55 as well as across Lake Street, 28th Street and Hiawatha Avenue. Catenary, overhead electric contact wire, was strung over maintenance facility tracks and along the Franklin Avenue to 11th Avenue segment where initial vehicle testing will occur.

In 2002, the tunnels for light rail transit beneath the Minneapolis-St. Paul International Airport were completed. The 500-ton tunnel boring machine broke through from the second of two tunnels that will allow Hiawatha LRT vehicles to serve airport rail stations. From October 2001 to October 2002, the machine chewed through the earth to create two parallel tunnels, each 21 feet in diameter and approximately 1.5 miles long.

Work will continue on LRT stations at the Lindbergh and Humphrey terminals, and on other rail-related projects at the Airport. Partial service begins April 2004 with full service to the Airport and Mall of America beginning in late 2004.



Northstar Commuter Rail Corridor successfully completed a three-year environmental review process. After many public meetings and input from State and federal agencies, it was determined that the commuter rail project would have no significant environmental impacts when the Federal Transit Administration released its Record of Decision in December, 2002. Additionally, the Northstar Corridor continued its public information campaign, including the promotion of www.mngetonboard.com, a display developed in partnership with the Hiawatha Light Rail Project at the Minnesota State Fair, and statewide media tours. Public support for Northstar commuter rail

remained strong in 2002, despite the Legislature's refusal to approve a State match for federal funding. Survey results from fall 2002 showed approximately 80% of corridor residents believe Northstar commuter rail is a good idea and say they will use Northstar for popular destinations such as the airport, entertainment, shopping or commuting to work. A poll conducted by the House of Representatives showed that 64% of people attending the Minnesota State Fair think the State should invest in commuter rail. Finally, the Corridor again received a recommended rating from the FTA and was included in President Bush's proposed budget.



Red Rock Corridor Transitway progressed towards its next phase of study: an Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS). This study will look at connecting Hastings and the south Washington County area with downtown St. Paul and downtown Minneapolis via commuter rail, bus rapid transit, and increased bus service prior to a preferred alternative being selected. The Minnesota Department of Transportation in cooperation with the Red Rock Corridor Commission is expected to begin the AA/DEIS in the summary of 2003. In addition to preparing for the AA/DEIS, the Commission initiated discussion of transit-oriented development and station area master planning for corridor communities.



The Central Corridor Transitway connects the major transit generators in the State of Minnesota --- downtown St. Paul, downtown Minneapolis and the University of Minnesota---by way of University and Washington Avenues. The Corridor Alternatives Analysis/Draft Environmental Impact Statement has been completed and submitted for federal review. Public hearings and selection of a locally preferred alternative will occur in 2003. The alternatives under consideration are light rail transit, bus rapid transit and minor augmentations of existing bus transit service.



Rush Line Transitway Corridor connects St. Paul to Hinckley and is in the process of implementing park/pool improvements identified in the transit study completed for the Corridor in 2001. These improvements will be funded in part with \$500,000 in federal funds that the Corridor received in 2002. While a specific location(s) for use of

the funds has not been determined, once a location(s) has been chosen, it will be developed in such a way as to maintain its ability to function as a future station site(s) for commuter rail or a busway should one of these two options be implemented in the Corridor.



Southwest Corridor is conducting a rail transit feasibility study is underway for the Southwest Corridor from downtown Minneapolis through the cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. This study evaluates two rail transit technologies — light rail (LRT) and diesel multiple unit (DMU) — and several alternative alignments, including the Hennepin County Region Railroad Authority right-of-way and area roadways.

Cedar Corridor Transitway received \$500,000 in appropriations from the Legislature to begin the environmental studies and alternatives analysis for bus rapid transit in the Cedar Avenue corridor connecting to the Hiawatha LRT Corridor and other transit options at the Mall of America. In 2002, the Metropolitan Council authorized an additional \$400,000 to identify short-term transit improvements to support transit in the Corridor plus continuing the environmental studies and alternatives analysis from Lakeville to the Mall of America with the addition of a segment from Lakeville at I 35W and CR 46 along I 35E to TH 77/Cedar Avenue. Dakota County is the lead agency on Phase II of the project with Mn/DOT, the Metropolitan Council, Metro Transit, Minnesota Valley Transit Authority, Hennepin County and the cities of Bloomington, Eagan, Burnsville, Apple Valley and Lakeville as participating partners on both the Project Management Committee and the Technical Advisory Committee. This phase of the project is expected to be completed by December 2003.

2002 Financial Report

Attached is a summary of the financial activity of the Board in 2002, including revenues, expenditures and year end financial situation.

Metropolitan Light Rail Transit Joint Powers Board
Accounting Summary
For the Period Ended 12/31/2002 (FINAL)

	Actual	Budget	Balance Remaining
Revenues:			
Member Contributions (1)	\$ 215,244.31	\$ 215,244.31	\$ -
Other Revenue	<u>7,499.24</u>	<u>4,500.00</u>	<u>(2,999.24)</u>
Total Revenues	<u>\$ 222,743.55</u>	<u>\$ 219,744.31</u>	<u>\$ (2,999.24)</u>
Expenses:			
Administration	\$ 28,388.42	\$ 25,000.00	\$ (3,388.42)
Printing/Postage/Miscellaneous	4,573.36	5,000.00	426.64
Public Information	48,794.67	50,000.00	1,205.33
Policy Analysis	-	20,000.00	20,000.00
Regional Transit Advocacy	75,003.96	75,000.00	(3.96)
Contingencies	<u>-</u>	<u>10,000.00</u>	<u>10,000.00</u>
Total Expenses	<u>\$ 156,760.41</u>	<u>\$ 185,000.00</u>	<u>\$ 28,239.59</u>
Revenues less Expenses:	<u>\$ 65,983.14</u>	<u>\$ 34,744.31</u>	<u>\$ (31,238.83)</u>

Metropolitan Light Rail Transit Joint Powers Board
Reconciliation of Fund Balance
For the Period Ended 12/31/2002 (FINAL)

Fund Balance: Beginning of Period	\$ 69,143.31
Add: Revenues (Not Including 2001 Carryover)	153,600.24
Less: Expenses	<u>(156,760.41)</u>
Fund Balance: End of Period	<u>\$ 65,983.14</u>

Note:

(1): Budgeted member contributions includes \$69,143.31 of carryover from 2001.

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Metropolitan Light Rail Transit Joint Powers Board
Account Detail
For the Period Ending 03/31/2002 (FINAL)

Payee/Description	Date	Member Contributions	Other Revenue	Administration	Printing/Postage/ Miscellaneous	Public Information	Policy Analysis	Regional Transit Advocacy	Contingencies	Fund Balance
Carryover from 2001	01/01/02	\$ 69,143.31								\$ 69,143.31
Keys Restaurant	01/25/02									69,095.31
Hennepin County - Postage	01/31/02				48.00					69,006.43
Copier Charges - 01/02	01/31/02				88.88					69,002.02
Hennepin County RRA	02/07/02	41,091.00			4.41					110,093.02
Kathryn Despegelaeere	02/14/02									110,025.61
Lockridge, Grindal - 1/2002	02/21/02				67.41			2,917.00		107,108.61
Hennepin County - Postage	02/28/02									107,107.28
Central Services Printing	02/28/02				1.33					106,993.64
Copier Charges - 02/02	02/28/02				113.64					106,989.23
Richardson, Richter 01-31/01/02	03/05/02				4.41					103,492.00
Scott County	03/05/02			3,407.41	89.82					108,022.00
Carver County	03/05/02	4,530.00								111,575.00
Messerli & Kramer P.A. 1/01-2/28/02	03/05/02	3,553.00								104,908.34
Washington County	03/05/02							6,666.66		115,088.34
Anoka County	03/06/02	10,180.00								142,482.34
Dakota County	03/12/02	27,394.00								160,744.34
Ramsey County	03/12/02	18,262.00								201,835.34
Connie Norstrom	03/19/02	41,091.00								201,812.01
Lockridge, Grindal - 2/2002	03/22/02				23.33					198,895.01
Richardson, Richter 02/01-28/02	03/22/02							2,917.00		195,143.78
Copier Charges -03/02	03/31/02			2,481.58	1,269.65					195,139.37
Hennepin County - Postage	03/31/02				4.41					194,978.40
Connie Norstrom	04/05/02				160.97					194,973.41
Messerli & Kramer P.A. 3/01-3/31/02	04/24/02				4.99					191,640.08
Richardson, Richter 03/01-31/02	04/24/02							3,333.33		190,140.41
Lockridge, Grindal - 03/2002	04/24/02			1,470.87	28.80					187,223.41
Copier Charges - 04/02	04/30/02							2,917.00		187,219.00
Hennepin County - Postage	04/30/02				4.41					187,192.48
Connie Norstrom	05/14/02				26.52					187,180.52
Messerli & Kramer P.A. 04/2002	05/23/02				11.96					183,847.19
Lockridge, Grindal - 04/2002	05/23/02							3,333.33		180,930.19
Richardson, Richter 04/01/02-05/31/02	05/29/02							2,917.00		179,061.34
Hennepin County - postage	05/31/02			1,861.95	6.90					179,023.87
Express Messenger	05/31/02				37.47					179,009.20
Copier Charges 05/02	05/31/02				14.67					179,004.79
Lockridge, Grindal - 05/2002	06/01/02				4.41					176,087.79
Messerli & Kramer P.A. 05/2002	06/10/02							2,917.00		172,754.46
Copier Charges 06/02	06/30/02							3,333.33		172,750.05
Lockridge, Grindal - 06/2002	07/01/02				4.41					169,833.05
Messerli & Kramer P.A. 06/2002	07/17/02							2,917.00		166,499.72
Richardson, Richter 05/31/02-06/30/02	07/29/02							3,333.33		164,242.86
Hennepin County - Postage	07/31/02			1,691.45	565.41					164,178.56
Hennepin County - Postage	07/31/02				64.30					164,152.89
Copier Charges 07/02	07/31/02				25.67					164,148.48
Lockridge, Grindal - 07/2002	08/01/02				4.41					161,231.48
Connie Norstrom	08/20/02							2,917.00		161,218.89
Richardson, Richter 07/01/02-07/31/02	08/13/02				12.59					153,860.91
Messerli & Kramer PA 07/2002	08/21/02			7,212.21	145.77					150,527.58
FM&A	08/30/02							3,333.33		150,523.44
FM&A	08/30/02				4.14					150,523.26
Hennepin County - Postage	08/31/02				0.18					150,460.40
Copier Charges 08/02	08/31/02				62.86					150,455.99
FM&A	09/05/02				4.41					150,451.32
FM&A	09/05/02				4.67					150,451.12
Lockridge, Grindal 07/10/02-08/27/02	09/01/02				0.20					147,534.12
Himle Horner Inc. 07/31/02 - 08/31/02	09/02/02							2,917.00		142,462.17
Express Messenger	09/12/02					5,071.95				142,451.10
FM&A	09/25/02				11.07					142,442.93
FM&A	09/25/02				8.17					142,442.40
Hennepin County - Postage	09/30/02				0.53					142,424.88
Hennepin County - Postage	09/30/02				17.52					142,416.74
Copier Charges 09/02	09/30/02				8.14					142,412.33
					4.41					

00

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Northstar Corridor Development Authority

Presentation to Governor Tim Pawlenty – February 19, 2003

KEY POINTS

Conclusions of local economist Paul Anton:

- ***Benefits of Northstar commuter rail outweigh cost***
 - \$2.97 of benefits for every \$1.00 invested by the state
 - \$1.15 of benefits for every \$1.00 invested by state, local and federal governments
 - Benefits can be delivered to the public by late 2006
- ***Northstar commuter rail is the most cost-effective transportation choice for this corridor***
 - Cost comparison: Construction and 15 years of operations
 - Northstar: \$502 million
 - Hwy. 10 upgrade: \$1.02 billion
 - Busway: \$749 million
 - Less expensive to add additional capacity to commuter rail

Conclusion of national, conservative rail advocate Paul Weyrich:

- ***"It's as sound a piece of work as I have seen in many years of examining projects."***

Northstar Corridor Development Authority:

The Northstar Corridor needs transportation improvements

- Fastest growing corridor in Minnesota
- Growth in population, housing and jobs outstrips the transportation system
- High accident rate and longer travel times affecting corridor residents and businesses
- No scheduled, funded highway solution in the 20-year plan from the Minnesota Department of Transportation

Northstar commuter rail will work

- 77% of residents support Northstar – 82% would use the service
- Northstar line moves people to where they want to go:
 - Jobs
 - Higher education
 - Shopping and entertainment
 - Medical care
- Commuter rail provides value to the public:
 - Clean, safe vehicles
 - Convenient park and ride lots
 - Reasonable cost of service
 - Travel not delayed by weather or traffic congestion

Northstar Corridor Development Authority
Welcomes
Governor Tim Pawlenty and Administration

February 19, 2003



Our Host

Mr. Keith Howe
Vice President & General Manager
United Defense
Armament Systems Division

1400 Minnesota Employees

- Software / Technical
- Engineers
- Manufacturing
- Support

Greetings and Thank You

Duane Grandy

Chair

Northstar Corridor Development Authority
(NCDA)

Benton County Commissioner

Agenda

Part One: Northstar Background Information
The Problem
Project Summary

Part Two: Four Key Issues
Capital Costs
Ridership
Operating Costs
Comparison to Alternatives

Part Three: Why Support Northstar?
Conservative Case
Conclusions About Northstar

Questions and Answers

Closing: Rep. Kathy Tingelstad

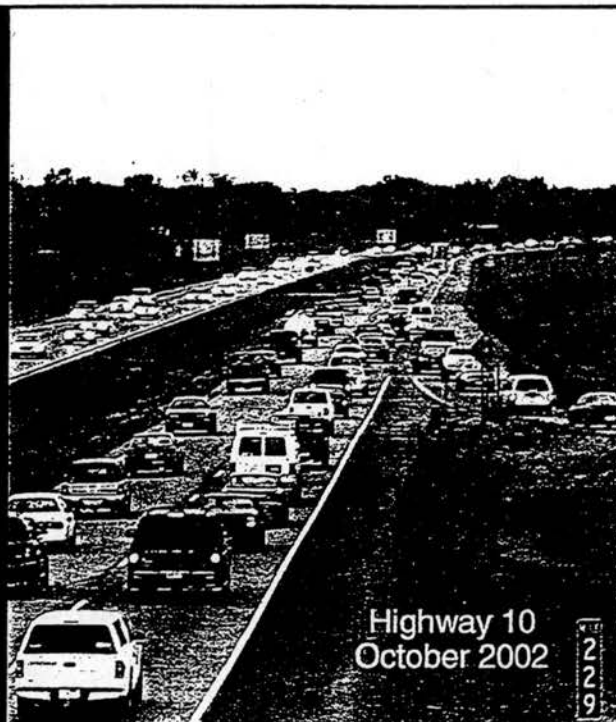
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Northstar Corridor Development Authority (NCDA)

- Established by Joint Powers Agreement, May 1997
- 30 local units of government – counties, cities, townships
- Purpose: Address transportation needs of corridor residents
- Goals:
 - Move people and commerce
 - Improve mobility and safety
 - Develop cost-effective solutions

*Source: Joint Powers Agreement establishing the Northstar Corridor Development Authority, May 1997;
Amendment #1, January, 2001*

The Problem in the Northstar Corridor



The Problem

- Highway 10 / Northstar is one of the most congested corridors in Minnesota
- There is no scheduled, funded highway solution in the 20 year MnDOT plan.
- Adding capacity to Highway 10 will require either:
 - Dropping \$832 million of currently scheduled highway projects, or,
 - Raising \$832 million in new highway revenue / taxes

The Problem

- Northstar Corridor:
 - Fastest growing corridor in MN
 - 3rd fastest growing corridor in U.S.
- Population / Housing / Business growth in corridor continues to out-strip transportation system
- High accident rate
- Travel time is increasing

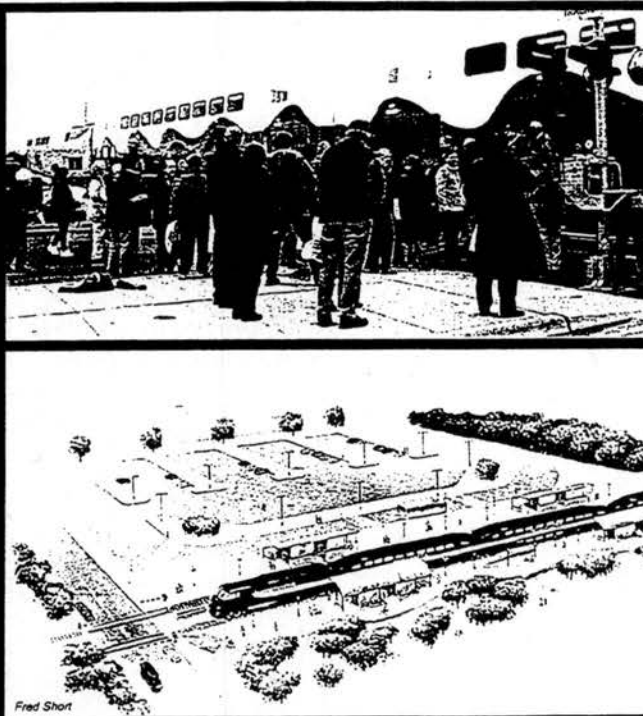
Unacceptable Future Travel Delays in the Corridor

Location (Trunk Highway 10)	Traffic Speed 2001	Traffic Speed 2025 (projected)
Big Lake	37 mph	20 mph
City of Ramsey	63 mph	36 mph
Elk River – West	64 mph	40 mph
Elk River – East	41 mph	26 mph

Source: TH 10 Interregional Corridor Study

The Solution for the Northstar Corridor

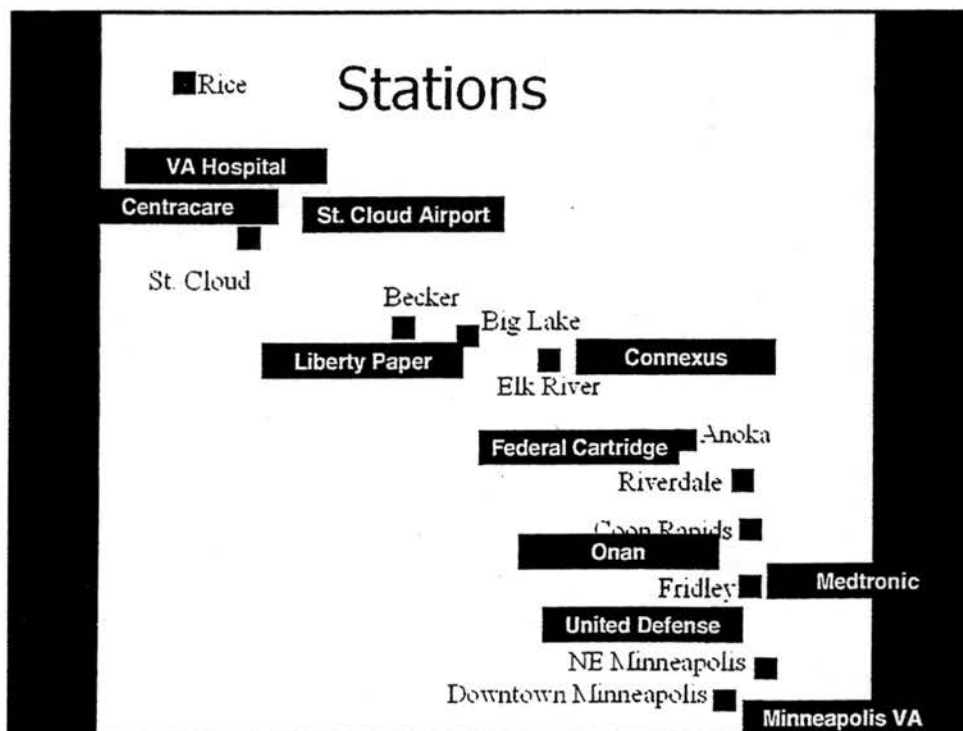
Northstar
Commuter
Rail



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Northstar Commuter Rail – Key Features

- 82 mile transportation corridor linking Rice / St. Cloud with downtown Minneapolis
- Runs on EXISTING Burlington Northern Santa Fe freight line
- 11 stations, with park and ride and / or feeder bus service
- Less delay due to weather / traffic congestion
- Top speed: 79 miles per hour
- Base Service:
 - 8 morning & 8 evening trains
 - 1 midday round trip
 - Limited weekend / special event service



Northstar Development Process: 50% completed

Completed Action Items:	Date
•Alternatives analysis completed (MIS)	Dec. 1999
•Northstar included in Met Council / MNDOT / St. Cloud plans	2000
•Station plans approved by cities	2000
•FTA rates project as "Recommended"	2001
•30% of station / track engineering completed (PE)	2001
•President Bush includes Northstar in Fed. Budget	2002
•Final EIS approved by FTA	Dec. 2002
 Next steps:	
•MN financial participation	2003
•FTA consent to begin final design	2003
•Conclude BNSF negotiations	2003 - 2004
•Construction and vehicle procurement	2004 - 2006
•Begin operations	Late 2006

Part Two: Four Key Issues

1. How much will it cost to build Northstar?
2. How many people will be moved by Northstar?
3. How much will it cost to operate Northstar?
4. How does Northstar compare to alternatives?

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Question #1:

How much will it cost to build Northstar?

Answer:

\$302 million (FY 2007 dollars)

Source: Preliminary Engineering Plans, June 2001
New Starts Criteria Submittal, August 2002

Capital Cost Breakdown

Northstar Commuter Rail	2007 Dollars
Rail Stations, Maintenance & Layover Facility	105,357,100
Track and Signal Improvements	58,594,400
Trains	74,779,400
Contingency	38,973,100
Sub-Total	\$277,925,600
Northstar-Hiawatha Multi-Modal Connection	
Capital cost	\$20,725,900
Contingency	3,285,500
Sub-Total	\$24,011,400
TOTAL PROJECT CAPITAL COST	\$301,937,000

Source: Preliminary Engineering Plans, June 2001
New Starts Criteria Submittal, October 2002

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Proposed Sources of Funding

Component	Federal	State	Local	Total
Commuter Rail	\$139.0 (50%)	\$111.2 (40%)	\$27.8 (10%)	\$278.0 (100%)
Hiawatha Connection	\$12.0 (50%)	\$12.0 (50%)	\$0.0 (0%)	\$24.0 (100%)
Total	\$151.0	\$123.2	\$27.8	\$302.0

FY 2007 dollars (millions)

Source: Northstar Corridor Rail Project Financial Plan, August 2002

Question #2:

How many people will be moved by Northstar?

Answer:

Approximately 5,000 commuters per day

Approximately 10,000 trips per day

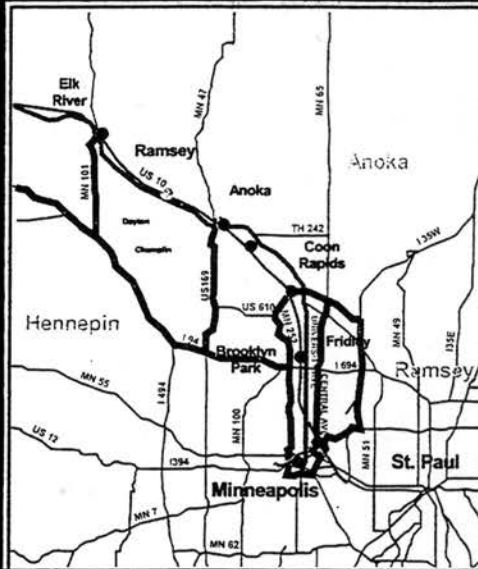
Approximately 3 million trips per year

Source: Preliminary Engineering, June 2001
Draft Environmental Impact Statement, 2000

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Northstar Commuter Rail will move people

- Fast, reliable transportation option
- Ridership is equivalent to 1 ½ lanes of traffic



Ridership Equivalent to 1 ½ Lanes of Traffic



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Question #3:

How much will it cost to operate Northstar?

Answer:

Approximately \$15 million per year

Source: Northstar Corridor Rail Project Financial Plan, August 2002

Operating costs include:

Out-sourced services

- Train operations
- Maintenance (equipment, track, stations)

Additional operating costs

- Fuel
- Insurance
- Fare collection
- Marketing
- Security
- Administration

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Funding Sources – Operations and Maintenance

Source	FY2007	FY2008	FY2009	FY2010
Local Subsidy - Passenger Fares	\$3.86 (26%)	\$4.47 (29%)	\$4.86 (31%)	\$5.27 (33%)
Federal – FTA Section 5307	\$5.38 (36%)	\$5.39 (35%)	\$5.39 (34%)	\$5.39 (34%)
State of MN	\$5.67 (38%)	\$5.44 (35%)	\$5.42 (35%)	\$5.40 (34%)
Total	\$14.91	\$15.29	\$15.67	\$16.06

Dollars in year of expenditure (millions)

Source: Northstar Corridor Rail Project Financial Plan, August 2002

Question #4:

How does Northstar compare to the alternatives?

Answer:

It is the most cost-effective and cost-beneficial option for this corridor.

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Alternatives Comparison

Category	Northstar	Busway	Hwy 10
Service area	82 miles	6 - 14 miles	48 miles
Average travel speed	47 mph	24 mph (NW) 33 mph (Northstar bus)	0 - 60 mph
Reliability	Minimal impact of weather, no traffic congestion	Moderate impact except when in mixed traffic	Significant weather, accident impact
Ability to expand capacity	Add rail cars	Add buses and drivers	Build lanes
Public benefit by:	Late 2006	??	??

Part Three: Why Support Northstar?

Conservative Case for Commuter Rail

– Paul Weyrich

Conclusions About Northstar

– Rep. Kathy Tingelstad

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***Conservative Case for
Commuter Rail***

Paul Weyrich
Free Congress Foundation
Washington, D.C.

Conclusion

***Conclusions About
Northstar Commuter Rail***

Rep. Kathy Tingelstad
(R-Andover)

Conclusion

The Northstar Corridor needs a transportation improvement.

- Travel delays are unacceptable
- Fastest growing corridor in Minnesota
- Congestion impacts families, businesses
- Highway 10 / Northstar is one of the most congested corridors in Minnesota without a scheduled highway improvement in 20 year MnDOT plan

Conclusion

Northstar will work!

- 77% of corridor residents support Northstar – 82% would use service
- Northstar line moves people to where they want to go
- Commuter rail provides value to the public:
 - clean / safe vehicles
 - convenient park and ride lots
 - reasonable cost of service to commuters
 - travel not delayed by weather / traffic congestion

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Conclusion

Northstar is cost-effective.

- Benefit-cost of \$2.97 for each \$1.00 invested by the State
- Northstar is less expensive than the alternatives
- Benefits to public can be delivered quickly (2006)
- 40% participation by Minnesota leverages 50% from the federal government and 10% from local governments
- Northstar can add riders and expand system capacity at a very low incremental cost

Northstar Proposal to Minnesota Legislature

- Authorization of \$123.2 million in state bonding
 - Matches \$151 from federal government and \$27.8 from local governments

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*Governor Pawlenty –
We Welcome Your:*

- Questions
- Suggestions
- Options to improve our proposal
- Support!



It Just Makes Sense!

Economic Analysis

Anton, Lubov, & Associates, Inc.

Economic Analysis

What can economists contribute?

- Analyze the financial/economic implications of the project
 - Apply a market-based approach
 - Economic, not an engineering perspective
-

Anton, Lubov & Associates, Inc

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Economic Analysis

Today's topics

- Benefit-cost analysis
 - Cost-effectiveness
-

Anton, Lubov & Associates, Inc

Benefit Cost Analysis

Three Studies

- Parsons-Brinckerhoff (1998)
 - MnDOT (2002)
 - Anton, Lubov (2003)
-

Anton, Lubov & Associates, Inc

Benefit Cost Analysis

Parsons-Brinckerhoff (1998)

- Comparative analysis of 6 proposed rail routes
- Northstar route analyzed was 41 miles long (only 50 percent of current proposed route)
- 15-year horizon
- Northstar was best-scoring alternative

Benefit / cost ratio = 0.26

Anton, Lubov & Associates, Inc

Benefit Cost Analysis

MnDOT (2002)

- Based on 30% of engineering completed
- Analyzed 82-mile route, adding to cost
- Used ridership forecast based on full corridor
- Added in value of capital stock after 15 years

Benefit / cost ratio = 0.84

Anton, Lubov & Associates, Inc

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Benefit Cost Analysis

Anton, Lubov (2003)

- Validated/added to MnDOT study
 - Updated discount rate to current OMB rate
 - Based on MnDOT inter-regional corridor study of TH 10
 - Added conservative estimate of time saved by highway travelers
 - Added cost of linkage to Hiawatha LRT
 - Did NOT perform a comprehensive new BC analysis
-

Anton, Lubov & Associates, Inc

Benefit Cost Analysis

Benefits vs. Proposed Total Cost
(PV in 2007\$)

Benefits	\$579 million
----------	---------------

Costs

Capital cost	\$302 million
--------------	---------------

All operating costs	<u>\$200 million</u>
---------------------	----------------------

\$502 million

Benefit Cost Ratio = 1.15

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Benefit Cost Analysis

Benefits vs. Proposed State Cost
(PV in 2007\$)

Benefits	\$579 million
State costs	
Capital costs	\$123 million
Operating subsidies	<u>\$ 72 million</u>
	\$195 million

Benefit / cost ratio = 2.97

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Benefit Cost Analysis

NOT INCLUDED in these benefits

- Separate analysis of time saved for truck traffic in corridor
 - Benefits from linking Northstar to Hiawatha Corridor
 - Benefits to economic development
 - Benefits to college students, V.A. patients
 - Benefits beyond 15 years (2022)
-

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Benefit Cost Analysis

Rate of return on total investment

Real internal rate of return

2.3%

IRR is the interest rate received for an investment consisting of payments and benefits that occur at regular periods

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Benefit Cost Analysis

Conclusions

- Benefits of Northstar Rail outweigh costs
 - Northstar Rail offers state good return on investment
-

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Cost-Effectiveness

What is “cost-effectiveness?”

- Accomplishing a given objective at lowest cost
 - **Objective:** Reduce congestion and move more people at peak rush hour periods in the corridor
-

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Cost Effectiveness

Alternatives Comparison

- Highway
 - Bus rapid transit (BRT)
-

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Cost Effectiveness

Commuter rail vs. highway

Capital Cost and Peak Capacity

	Peak Hour Capacity	Capital Cost
Rail		
3 trains x 600 seats	1,800 seats/hour	\$ 302 million
Expressway		
1,100 x 1.1 passenger/car	1,210 psgr./hour	\$832 million
Limit-access/super highway lane		
2,300 x 1.1 passenger/car	2,530 psgr./hour	Far more

Commuter rail carries as many people as 1-1/2 lanes of expressway at lower cost.

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Cost Effectiveness

Total cost for 15 years

(PV in 2007 \$)

	<u>Commuter rail</u>	<u>Add one lane of highway</u>
Capital cost	\$302 million	\$1,000 million
Operating cost	\$200 million <u>(\$15.2 million/vr)</u>	\$22 million <u>(\$1.7 million/vr)</u>
	\$502 million	\$1,022 million

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Cost Effectiveness

Commuter rail vs. busway

Capital cost and peak hour capacity

	<u>Peak hour capacity</u>	<u>Capital cost</u>
Rail		
3 trains x 600 seats	1,800 seats/hour	\$302 million
Bus rapid transit		
36 buses x 50 seats	1,800 seats/hour	\$525 million

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Cost Effectiveness

**Total cost for 15 years
(PV in 2007 \$)**

	<u>Commuter rail</u>	<u>Bus rapid transit</u>
Capital cost	\$302 million	\$525 million
Operating cost	\$200 million <u>(\$15.2 million/yr)</u>	\$224 million <u>(\$17 million/yr)</u>
	\$502 million	\$749 million

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Cost Effectiveness

Adding to Capacity

<u>Commuter rail</u>	<u>Bus rapid transit</u>	<u>Highway</u>
----------------------	--------------------------	----------------

- | | | |
|--------------------------------|-------------------------|----------------------|
| • Add cars (up to 4 per train) | • Add buses and drivers | • Build another lane |
|--------------------------------|-------------------------|----------------------|
-

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Cost Effectiveness

Total Cost to Add 25 % to Capacity (PV in 2007 \$)

	<u>Commuter rail</u>	<u>Bus rapid transit</u>
Capital cost	\$ 11.7 million	\$ 3.6 million
Operating cost	\$ 13.3 million (\$ 1.1 million/yr)	\$ 35.6 million (\$2.9 million/yr)
	\$ 25.0 million	\$ 39.2 million

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Other issues

Will people switch to train from cars?

Economic factors affecting the decision to switch

\$ Costs

Transit fares vs. operating costs
 and parking costs

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**Economic Perspectives
On
Benefit and Costs
of
Northstar Commuter Rail**

A Preliminary Summary

February 28, 2003

**Anton, Lubov & Associates, Inc.
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MEMO

Date: February 28, 2003
To: Tim Yantos
From: Paul Anton
Subject: Northstar Commuter Rail Benefit/Cost Analysis

In January, 2003, our firm was hired as an independent consultant to use our best professional judgment to assess the methodologies and assumptions used in benefit/cost analysis of Northstar Commuter Rail and to consider other aspects of the cost effectiveness of the project. We presented some of the results of that analysis before Governor Pawlenty on February 19, 2003. The enclosed document is a summary that explains the basis for the benefit/cost analysis that we presented that day and responds to the Governor's request to compare our calculations with those of MnDOT in 2002 and a study of a line to Elk River done by Parsons-Brinckerhoff in 1998. We hope this will prove useful to you and others evaluating the Northstar Commuter Rail.

Executive Summary

The estimated benefits of the Northstar Commuter Rail are \$579 million while the estimated total costs of building and operating the rail line are \$502 million, both measured in 2007\$.

Thus the benefit/cost ratio is estimated as 1.15, or \$1.15 for every dollar of total cost.

For this analysis, the total costs consist of the estimated construction cost of \$302 million and the present value of the stream of operating costs over 15 years that is calculated to be \$200 million.

The benefits consist of time savings by commuters, vehicle operating cost savings, vehicle accident cost savings, pollution cost savings, and urban parking cost savings.

The total costs to be born by the State on Minnesota for construction and operation are estimated to be \$195 million.

Therefore, the return to the State of Minnesota is \$579 million/\$195 million or \$2.97 for every state dollar.

This study improves on an earlier calculation of the benefits and costs of the Northstar Corridor made by the Minnesota Department of Transportation (MnDOT) in 2002.

- That study calculated an overall benefit/cost ratio of 0.84,
- implying a return of \$2.10 for every state dollar.

In addition, some people erroneously cite calculations contained in a 1998 study by Parsons-Brinckerhoff (PB) as though they apply Northstar Commuter Rail. In fact, that study considered a proposed route of approximately 30 miles from Minneapolis to Elk River.

- PB calculated an overall benefit/cost ratio of 0.26 for the rail line they analyzed, but
- PB could not calculate a return on state spending because no financing proposal had been made for the route they analyzed.

This report sets forth the results of the calculations done by Anton, Lubov & Associates. It first describes the benefits and costs of the Northstar commuter rail project and estimates the return to the State of Minnesota for its investment. The report then compares the ALA estimate with two previous studies, the Mn/DOT 2002 study showing a ratio of 0.84 and the Parsons Brinckerhoff 1998 study showing a ratio of 0.26. The final section of the report summarizes and quantifies the differences in assumptions that explain most of the difference in the three benefit cost ratios. This report will demonstrate that the ALA estimate of a benefit cost ratio of 1.15 for the Northstar commuter rail project represents a reasonable and thorough analysis of the data, as well as a sound basis for a policy decision regarding the Northstar Corridor commuter rail project.

Introduction

In January, 2003, Anton, Lubov & Associates was hired by the Northstar Corridor Development Authority to assess and comment on the future benefits and costs of the Northstar Commuter Rail project and to undertake economic and financial analyses pertaining to the cost-effectiveness of commuter rail as a solution to the traffic congestion within the Northstar Corridor. This preliminary document provides information on the benefit/cost analysis assessment. A more detailed report is being prepared and will be made available at a later date.

Background on Benefit/Cost Analysis

Benefit/cost analysis is a method for comparing alternative policy or investment options by attempting to quantify and compare the various public and private impacts of those policies. The different benefits (many of them in the future) are listed, valued in monetary terms, and then reduced to a present value. In like manner, the different costs associated with the policy or project, both current and future are enumerated, valued in dollars, and converted to a present value. Then the present value of the total benefits can be compared to the present value of the total costs. The difference of the two quantities is referred to as the net present value of the project; the ratio of the two quantities is referred to as the project's benefit/cost ratio.

Benefit/cost analysis is used to compare alternative projects being considered for public investment. Roughly speaking, the higher the net present value and the benefit cost ratio the better the project. Of course, there are other policy considerations involved in any decision, but this method allows policymakers to make a more complete and objective analysis than when they only have cost figures and must rely on their own qualitative assessment of the relative benefits of two projects.

Benefits and Costs of Northstar Commuter Rail

The benefits and costs of the Northstar Commuter Rail were calculated using the most current information available on ridership forecasts, technical specifications, operating plans and capital costs as set forth in the Northstar Corridor Final Environmental Impact Statement (March 2002) and the Northstar Corridor Rail Project New Starts Criteria (August 2002), documents prepared by the Minnesota Department of Transportation for the Federal Transit Administration. Based on that information and other data provided by MnDOT, the U. S. Office of Management and the Budget and other sources, the estimates in Table 1 below were calculated.

Total benefits were estimated to have present value of \$578.9 million in 2007\$ while total costs were estimated to have a present value of \$501.4.

The benefits were divided into several categories as shown in the Table 1. The two largest items, vehicle operating cost savings and time savings to commuters accounted for roughly half of the expected benefits. The time savings to commuters include time

saved by riders of the train who switch from commuting by auto, time saved by train riders who switch from slower bus services, and time saved by drivers on the roads who make better time because congestion is lessened with fewer cars on the road during morning and evening rush hours.

Other categories of benefits include vehicle accident cost savings, pollution cost savings, and urban parking cost savings by train commuters who switch from auto commutes.

Table 1
Northstar Commuter Rail
Benefits and Costs
(Present values in million of 2007\$)

<u>Benefits</u>	<u>Amount</u>
Time savings to commuters	\$ 92.3
Vehicle operating cost savings	\$ 195.9
Vehicle Accident Cost Savings	\$ 64.0
Pollution cost savings	\$33.4
Parking cost savings	\$ 58.9
Future value of depreciated capital stock	<u>\$ 134.4</u>
Total Benefits	\$578.9
<u>Costs</u>	
Capital Costs	\$ 301.9
Operating and Maintenance Costs	<u>\$199.5</u>
Total Costs	\$501.4
Net present value=	+ \$ 77.5
Benefit/cost ratio=	1.15

Source: Anton, Lubov & Associates

The total cost of the rail line is composed of two elements: capital cost and operating costs. Capital costs include all of the estimated costs of making improvements to the existing railroad track bed, the costs of building stations and parking lots, the cost of the rolling stock and the maintenance facilities that will service the equipment of the line. In addition, the capital cost component includes \$24 million that will be needed to extend the line so that it connects with the Hiawatha LRT currently being built in the Twin Cities.

The operating and maintenance cost component is the present value of those costs over the first 15 years of operation. Beginning in 2007, the operation of the line is expected to cost roughly \$15 million per year in 2007\$.

Thus, the net present value of the project is estimated to be a positive \$77.5 million and the benefit/cost ratio is 1.15 (578.9/501.4). This means that the project will produce \$1.15 cents for every dollar of cost, in present value terms.

Return to the State of Minnesota

This benefit/cost ratio of 1.15 is based on the total costs of the proposed rail line. From the point of view of the State of Minnesota, a more interesting calculation might be to compare the benefits generated by the project with the monies that the state will have to provide for the construction and operation of the line.

Current funding proposals involve the sharing of capital costs among three entities: the State of Minnesota, the Federal Transit Administration, and the NCTD, an organization of thirty cities, townships, and counties located along the proposed rail line. The state is being asked to provide roughly 40 per cent of the \$302 million in capital costs, the Federal government 50%, and the local governments 10%. Thus Minnesota's portion of the capital bill will be \$123 million.

The current operating plan involves splitting the expected annual operating cost of \$15 roughly into thirds. One-third would be paid by Federal funds, one-third by the State of Minnesota, and the last third would be covered by fare-box receipts. The present value of Minnesota's share over 15 years would be 72 million.

Table 2
Northstar Commuter Rail
Benefits Compared to State Costs
(Present values in million of 2007\$)

Total Benefits		\$578.9
<u>State Costs</u>		
Capital Costs	\$ 123.1	
Operating and Maintenance Costs	<u>\$ 72.5</u>	
Total State Costs		\$195.6
Benefit/cost ratio=		2.97

Source: Anton, Lubov & Associates

If we compare the total benefits provided by Northstar Commuter Rail to the state's share of the costs, the benefit/cost ratio is 2.97 (\$578.9/\$195.6). This means that the project will return a present value of \$2.97 for every state dollar. The value of leveraging state dollars with local contributions and Federal transit funds clearly shows through in this calculation.

Comparison with Earlier Estimates

The estimate of a benefit cost ratio of 1.15 is higher than 0.84 estimate made by MnDOT in 2002. It also higher that the 0.26 that Parsons-Brinckerhoff estimated for the shorter Elk River line in 1998. What assumptions underlie the three calculations and how do they differ?

Before considering individual assumptions in detail, it is helpful to display the estimates of the three studies in side-by-side fashion. The estimates of all three studies are included in Table 3.

Table 3
Northstar Commuter Rail Benefits and Costs
Comparison of Three Studies
(Present values in million of constant \$)

	PB (in 1998\$) Elk River	MnDOT (in 2001\$) Northstar	Anton, Lubov (in 2007\$) Northstar
<u>Benefits</u>			
Time savings to commuters	\$ 8.5	\$20.7	\$ 92.3
Vehicle operating cost savings	\$ 35.7	\$ 125.3	\$ 195.9
Vehicle Accident Cost Savings	\$ 3.6	\$ 41.0	\$ 64.0
Pollution cost savings	\$ 3.8	\$ 21.5	\$33.4
Parking cost savings	\$ 1.6	\$ 18.5	\$ 58.9
Future value of depreciated capital stock	<u>\$ 0.0</u>	<u>\$ 67.8</u>	<u>\$ 134.4</u>
Total Benefits	\$ 53.2	\$ 294.7	\$578.9
<u>Costs</u>			
Capital Costs	\$144.0	\$ 213.2	\$ 301.9
Operating and Maintenance Costs	<u>\$ 62.3</u>	<u>\$ 124.0</u>	<u>\$199.5</u>
Total Costs	\$206.3	\$ 337.2	\$501.4
Net present value=	- \$ 153.1	- \$ 42.4	+ \$ 77.5
Benefit/cost ratio=	0.26	0.84	1.15

Source: Anton, Lubov & Associates, MnDOT, Parsons-Brinckerhoff

Table 3 shows a side-by-side comparison of the dollar magnitudes of the costs and benefits in the Parsons-Brinckerhoff study of the Elk River line and the ALA and MnDOT studies of the Northstar Commuter Rail. While this table makes it clear how the benefit/cost ratios were calculated, it is hard to trace the difference in the three studies because the dollar magnitudes are denominated in dollars of different years, and hence, are not easily comparable. Though it is also not obvious from the table, there is another incomparability in that the three studies used different discount rates. The discount rate assumptions will be discussed later. In order to make the line item comparisons understandable, Table 4 includes the quantities from all three studies converted to present values in 2007\$ using the appropriate current real discount rate, 2.5 % as recommended by the U. S. Office of Management and Budget in February, 2003.

Table 4
Northstar Commuter Rail Benefits and Costs
Comparison of Three Studies
(Present values in million of 2007\$)

	PB (in 2007\$) Elk River	MnDOT (in 2007\$) Northstar	Anton, Lubov (in 2007\$) Northstar
<u>Benefits</u>			
Time savings to commuters	\$ 10.5	\$ 33.1	\$ 92.3
Vehicle operating cost savings	\$ 43.9	\$ 195.9	\$ 195.9
Vehicle Accident Cost Savings	\$ 4.4	\$ 64.0	\$ 64.0
Pollution cost savings	\$ 4.7	\$ 33.4	\$ 33.4
Parking cost savings	\$ 2.0	\$ 24.3	\$ 58.9
Future value of depreciated capital stock	\$ 0.0	\$ 134.4	\$ 134.4
Total Benefits	\$ 65.4	\$ 485.1	\$ 578.9
<u>Costs</u>			
Capital Costs	\$ 177.1	\$ 277.9	\$ 301.9
Operating and Maintenance Costs	\$ 76.6	\$ 199.5	\$ 199.5
Total Costs	\$ 253.7	\$ 477.4	\$ 501.4

Source: Anton, Lubov calculations

This table makes it clear that the MnDOT and Anton, Lubov studies are really very similar in their assumptions. Only three line items are different between the two studies. ALA changed four assumptions that had been made by MnDOT. These had the effect of raising the estimated benefits for commuters time and parking cost savings and raised the capital cost by the \$24 million needed to connect the Northstar Rail to the Hiawatha light rail.

On the other hand, the PB study of the Elk River line differs very substantially from the two studies of the Northstar Commuter Rail. The benefits for the Elk River line were estimated as about one-eighth of the benefits estimated for Northstar while the costs are about half of the costs for the longer rail corridor. The key assumptions that produced those differences are discussed in the next section.

Differences in Assumptions

These calculations involve many different assumptions and parameters. However there are a small number of key assumptions that can explain most of the differences between the three studies. The MnDOT and Anton, Lubov studies differ only in a few assumptions but the differences between the PB study of the Elk River line and the two Northstar studies are many. It is easiest to discuss the differences between by considering the differences between the PB and MnDOT studies first and then discussing the differences between the MnDOT and ALA studies.

Parsons-Brinckerhoff vs. MnDOT

There are a number of differences in the assumptions underlying these two calculations:

Not the same corridor

The most obvious difference is that the two calculations were made for different train routes. PB analyzed a corridor from Minneapolis to Elk River while MnDOT study is of the full Northstar Corridor from Minneapolis to Rice. The Northstar corridor is 82.2 miles long. The PB calculations assume that the distance to Elk River is 41.2 miles even though their maps indicate the distance as about 30 miles. (The distance to the Elk River station included in the Northstar proposal is 28.2 miles, but the station is located south of the end of the line analyzed by PB.) This distance has the effect of lowering the cost of the Elk River line relative to the full Northstar line. It also leads to the second difference.

Different ridership forecasts

The PB study used a ridership forecast that predicted that there would be only 3,453 trips per day on the Elk River line. In contrast, the ridership forecast prepared for the Northstar line following the standard methodology endorsed by FTA shows 9,594 daily trips. That is, roughly 3 times as many people are expected to ride the Northstar Commuter Rail to and from Saint Cloud as PB expected to ride the Elk River line. Roughly speaking, tripling ridership can be expected to triple the benefits of a project other things being held equal.

Different capital costs

MnDOT used the actual estimate of \$278 million generated from the engineering studies of the Northstar corridor. PB used per mile cost estimates of the much shorter Elk River line to estimate a total capital cost of \$144.

Weekend Operation

Parsons-Brinckerhoff assumed that the Elk River line would not operate on weekends. The current plan is for the Northstar Commuter Rail to provide limited weekend service.

Adding weekend service has the effect of raising the benefits of the Northstar relative to the shorter line.

Time saved by rail commuters

Parsons-Brinckerhoff assumed that commuters who took the train would get to work more slowly than if they drove their cars, both at the beginning of operation of the Elk River line and after 15 years in 2020. Accordingly, their calculations actually had negative benefits to commuters who switched from cars. The correct comparison for these commuters is to compare the total cost of train riding time, plus waiting and walking time with the time to drive. Even so, this assumption seems very pessimistic given the current and projected future congestion in the corridor. The train is projected to travel at 47 miles per hour on average (including stops) while traffic in the corridor is projected to slow to between 20 and 40 miles per hour in 2025.

In contrast, MnDOT assumed that total trip time for auto-to-rail switcher on the Northstar line would be 2 minutes slower in the first year and the situation would improve until the average rider saved two minutes for the whole trip. This is also probably very conservative in light of the results of recent traffic projections on Highway 10. Using MnDOT's assumption raises the benefits from those PB estimated for the Elk River line.

Different auto operating cost and average trip lengths

MnDOT used a slightly higher average trip length for the 82.2-mile Northstar corridor than PB used for the shorter Elk River line (22.1 miles vs. 18.5 miles). MnDOT also used an updated average operating cost per mile for autos as recommended by the MnDOT Office of Investment Management. The MnDOT figure was about 10 per cent higher, adding to benefits.

Different accident frequencies and average costs

MnDOT used actual accident frequency rates from Minnesota while PB used figures from a standardized model. The rate of accidents per mile was a little higher in the MnDOT study leading to an increase in the benefits associated with fewer accidents. MnDOT also used figures for average cost of property-damage accidents and fatal accidents that were recommended by the MNDOT Office of Investment Management. It is not clear where the PB numbers came from, but they were lower than the MnDOT figures.

Value of the capital stock

MnDOT's analysis assigned a value to the physical capital of the Northstar line after 15 years. This is appropriate since useful life of the stations, roadbed and rolling stock is longer than 15 years. In its study of the Elk River line, PB did not include this quantity. Adding this quantity increased the net present value of the Northstar line as compared to the Elk River line.

Discount rate

PB used a real discount rate of 3.0 % in 1998 to present value future benefits and costs to 1998 dollars. MnDOT used a higher discount rate of 4.5% for its present value calculations. Using a higher discount rate as MnDOT did has the effect of reducing the value of a project (and it's benefit/cost ratio) in cases like this one where there are a lot of up-front costs and net benefits (benefits greater than costs) in future years.

These are the main differences in the PB study of the Elk River line and the MnDOT study of the Northstar Line. To trace the magnitude of the changes to the calculated costs and benefits in the two studies, ALA redid the PB calculations in detail and then changed one assumption at a time to show how much the costs and benefits changed at each step. The results of that analysis are included in Table 5 appended to the end of this report. Not surprisingly the tripling the ridership had the greatest dollar impact on benefits followed by adding in the value of the capital stock. Large changes in costs came from using the capital costs and operating costs for the 82-mile corridor compared to the shorter Elk River route.

Table 5
Northstar Commuter Rail
Benefit/Cost Comparison
Parsons-Brinckerhoff (1998) Study of "Route B"
Vs.
MnDOT(2002) Study of Northstar Commuter Rail
(Present Values in \$millions)

	<u>Benefits</u>	<u>Costs</u>	<u>Net Present Value</u>
Parsons-Brinckerhoff Study of Route B in 1998 \$	\$ 53.2	\$ 206.3	- \$ 153.1
Assumptions made by MnDOT			
Change to 2001\$	+ \$ 3.9	+ \$ 15.1	
Change real discount rate from 3.0% to 4.5%	- \$ 6.4	- \$ 5.0	
Use capital cost estimate for Northstar		+ \$ 58.7	
Use operating cost estimates for Northstar		+ \$ 62.1	
Include depreciated value of capital stock	+ \$ 67.8		
Use Ridership forecast for Northstar Rail	+ \$ 95.2		
Update auto operating cost per mile and avg trip length	+ \$ 32.5		
Update accident frequency and cost of accidents	+ \$ 33.0		
Other assumptions	<u>\$ + 15.5</u>	_____	
Total Changes	+ \$ 241.5	+ \$ 130.9	
MnDOT Study (2002) in 2001 \$	\$ 294.7	\$ 337.2	- \$ 42.4

Source: Anton, Lubov calculations

MnDOT vs. Anton, Lubov

The MnDOT and Anton, Lubov studies differ on only four points.

Discount rate

The Anton, Lubov study uses a real discount rate of 2.5%. This is the value currently recommended by the OMB in Washington in its Circular A-94 as being the appropriate real discount rate for projects of this length. MnDOT had used a rate of 4.5% which had the effect of reducing the value of both future costs and benefits. Changing to the rate used by Anton, Lubov raised the present value benefits by \$81 million and the present value of total costs by \$43 million.

Cost of connection to Hiawatha LRT

The Anton, Lubov study adds in the \$24 million of capital cost needed to connect the Northstar line with the Hiawatha LRT as required by FTA for its financing. This raises the capital cost from \$278 million to \$302 million in 2007\$.

Time saved by commuters in autos

The Anton, Lubov study adds in a conservative estimate of the value of the time saved by drivers who remain on the road after roughly 5,000 people per day switch to the train. The ALA study assumes initially that 6,000 drivers a day save three minutes on both their morning and evening commutes. After 15 years those number rise to 9,000 drivers saving 8 minutes each way. Given traffic volumes and projected speeds, we believe that these numbers probably significantly understate what a more detailed traffic simulation would show. This calculation adds \$59 million to the present value of benefits.

Saved parking costs

The MnDOT study included \$18 million in benefits from the avoided cost of not needing to build additional parking spaces in Minneapolis as a result of fewer commuters driving to town. Anton, Lubov took an alternative approach and estimated, instead, the saved parking costs for individuals over 15 years and present valued that stream. This added \$35 million to benefits.

Table 6 below includes these effects.

Table 6
Northstar Commuter Rail
Benefit/Cost Comparison
MnDOT(2002) vs. Anton, Lubov (2003)
(Present Values in \$millions)

	<u>Benefits</u>	<u>Costs</u>	<u>Net Present Value</u>
MnDOT Study (2002) in 2001 \$	\$ 294.7	\$ 337.2	- \$ 42.4
Changes made by Anton, Lubov			
Change real discount rate from 4.5% to 2.5%	+ \$ 81.3	+ \$ 43.5	
Change units and present value to 2007\$	+ \$ 109.1	+ \$ 96.7	
Add estimate of time saved by auto commuters	+ \$ 59.3		
Add estimate of saved parking costs	+ \$ 34.9		
Add cost of connection to Hiawatha LRT		+ \$ 24.0	
Total Changes	+ \$ 284.2	+ \$ 164.2	
Anton, Lubov Study (2003) in 2007 \$	\$ 578.9	\$ 501.4	+ \$ 77.5

Source: Anton, Lubov

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 18, 2003

Date

Board Action Requested

Ratify Partial Payment No. 7 in the amount of \$15,276.75 to Metropolitan Council for Riverview Corridor transit improvements of bus shelters, lighting and benches for the period ending February 28, 2003.

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 \$15,276.75 for the period ending February 28, 2003 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.7
3. Metropolitan Council Invoice No. NCV-2055 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 25, 2003

Board Date

Kristine A. Longhenny

Signature

March 18, 2003

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 February 28, 2003; 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-2055, Partial Payment No. 7 in the amount of \$15,276.75, attachments thereto, provide the correct documentation of payments due Metropolitan Council through February 28, 2003; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$15,276.75 for services rendered through February 28, 2003, 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: 00002151

VOUCHER
Purchase Order Voucher

Page No.
Run Date: Mar. 2003
Run Time: 3:41 PM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

Invoice Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
Mar. 2003	NCV-2055	28.Feb.2003	0000023268	METRO TRANSIT	ONL	LONGHEKR P		17.Mar.2003	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$15,276.75	\$0.00	560 6TH AVE N			MPLS	MN	55411		
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000441	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	Professional Serv-Bal of PO 15	\$15,276.75		\$15,276.75		Y	Y	Y	N

Distribution Line Information

#	Account	Fund	Dept	Program	Class Fid	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
	491306	12501	150180	00000			2002	G205004			\$15,276.75			N
Account Name: Other Governmental Units						Department Name: RCRRA-Proj/Grant								

ent Comments-Check Stub

ice No. NCV-2055, dated 2/28/03
review Corridor Transit Improvements for February, 2003

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

R Walpurgelaeu

Date

3/18/03

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 - 0000000266	01/24/2003		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:	999999999999	Quantity	UOM	PO Price	Extended Amt	Due Date
Line-Schd	Item	Description						
1 - 1		Professional Serv-Bal of PO	156	1.00	EA	1,627,197.78	1,627,197.78	01/24/2003
						Schedule Total	1,627,197.78	

Mfg ID

Item Total 1,627,197.78

Total PO Amount 1,627,197.78

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-2055
 Invoice Date: 02/28/2003
 Customer Number: RAMREG
 Payment Terms: Due 30 dys
 Due Date: 03/30/2003

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

AMOUNT DUE: \$ 15,276.75

\$ _____
 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	15,276.75	15,276.75
			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:							15,276.75
TOTAL AMOUNT DUE :							\$ 15,276.75



Internal Memorandum

DATE: March 5, 2003
TO: Files
FROM: Laurence R. Schumi 
SUBJECT: Project 63955 Riverview Corridor Bus Stop
Summary of Invoice (#7) Items, Invoice NCV-2055 dated 2/28/2003
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: Current Invoice

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 18, 2003

Date

Board Action Requested

Ratify quarterly report of payments for October 1, 2002 to December 31, 2002.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Kleinschmidt, dated March 17, 2003
 3. Detail Disbursements for October, 2002 through December, 2002
 4. Appropriation Budget Status as of December 31, 2002

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 25, 2003

Board Date

Kristine A. Longhenry
Signature

March 18, 2003

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No.: _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of October 1, 2002 through December 31, 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: March 17, 2003

SUBJECT: Ramsey County Regional Railroad Authority
Report of Payments: October 1, 2002 through December 31, 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>	\$ 162,418.43
Budget Year 2002	\$ 162,418.43
<u>150106 - Northeast Corridor Maint. Kellogg to Beam:</u>	\$ 3,814.52
Budget Year 2002	3,814.52
<u>150180 - Proj/Grant Central Corridor Transit Study: (G205002)</u>	\$ 178,212.68
Budget Year 2000	\$ 178,212.68
<u>150180 - Proj/Grant Riverview Transit Improvements: (G205004)</u>	\$ 155,795.67
Budget Period 2002	\$ 155,795.67
<u>150180 - Proj/Grant Northeast Diagonal Corridor: (P121002)</u>	\$ 7,808.88
Budget Year 2001	\$ 7,808.88
<u>150180 - Proj/Grant Rush Line Corridor (P121003)</u>	\$ 943.00
Budget Year 2001	\$ 943.00
Total Payments October 2002 through December 2002	<u>\$ 508,993.18</u>

Attached are the following reports:

A. Detail Disbursements for the period October 2002 through December 2002.

B. Appropriation Budget Status as of December 31, 2002.

JK:dmh

Attachments



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2002 through 12/31/2002

Run Date Mar 13, 2003
Run Time 2:03:21 PM

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	
421103	12/31/02	AP00459378	12/31/02	10,549.46	RRA 00002072		00006677	02/19/03		0000100150	Budgeting And Accounting		
Total Account 421103				10,549.46	Budget And Accounting Svcs					Account 421103	Payments:	10,549.46	
											Journal Entries:	0.00	
											Undisbursed Expenses:	0.00	
421208	10/29/02	AP00420904	10/29/02	1,532.44	RRA 00001938		00006149	11/14/02		0000100153	County Attorney		
421208	11/26/02	AP00426653	11/26/02	265.23	RRA 00001974		00006335	12/19/02		0000100153	County Attorney		
421208	12/31/02	AP00458292	12/31/02	500.99	RRA 00002041		00006593	02/14/03		0000100153	County Attorney		
421208	12/31/02	AP00459378	12/31/02	1,237.74	RRA 00002062		00006668	02/19/03		0000100153	County Attorney		
Total Account 421208				3,536.40	County Attorney Services					Account 421208	Payments:	3,536.40	
											Journal Entries:	0.00	
											Undisbursed Expenses:	0.00	
421402	10/24/02	AP00418908	10/24/02	525.81	RRA 00001933		00006112	11/05/02		0000100168	Information Services		
421402	11/21/02	AP00424287	11/21/02	458.89	RRA 00001973		00006245	12/04/02		0000100168	Information Services		
421402	12/19/02	AP00428668	12/19/02	479.54	RRA 00002005		00006405	12/30/02		0000100168	Information Services		
421402	12/31/02	AP00459378	12/31/02	579.57	RRA 00002066		00006670	02/19/03		0000100168	Information Services		
Total Account 421402				2,043.81	Data Proc Srv-Mtce					Account 421402	Payments:	2,043.81	
											Journal Entries:	0.00	
											Undisbursed Expenses:	0.00	
421501	10/01/02	AP00415553	10/01/02	7,858.42	RRA 00001899	0000000222	0000546069	10/16/02		0000101563	Ltk Engineering Services, Inc.		
421501	11/19/02	AP00424286	11/19/02	2,553.32	RRA 00001968		0000565144	12/04/02		0000031686	Richardson Richter & Assoc Inc.		
421501	12/03/02	AP00426426	12/03/02	1,300.05	RRA 00001983	0000000245	0000571492	12/18/02		0000028179	Briggs & Morgan		
421501	12/03/02	AP00426426	12/03/02	2,141.58	RRA 00001986	0000000222	0000571596	12/18/02		0000101563	Ltk Engineering Services, Inc.		
421501	12/24/02	AP00450146	12/24/02	8,000.00	RRA 00002012	0000000247	0000579183	01/09/03		0000101563	Ltk Engineering Services, Inc.		
421501	12/31/02	AP00460817	12/31/02	2,749.02	RRA 00002103	0000000278	0000597999	02/25/03		0000068700	Springsted Incorporated		
Total Account 421501				24,602.39	Consulting Services					Account 421501	Payments:	24,602.39	
											Journal Entries:	0.00	
											Undisbursed Expenses:	0.00	
421506	10/21/02	AP00418906	10/21/02	2,500.00	RRA 00001917	0000000211	0000553172	11/01/02		0000138897	Kennedy & Graven, Chartered		

W



Report ID: RAP006

Ramsay County ASPEN

Page No. 2

DETAILED DISBURSEMENT BY ORGANIZATIONAL UNIT

Run Date: Mar 13, 2003

For Accounting Date 10/1/2002 through 12/31/2002

Run Time: 2:03:21 PM

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	10/21/02	AP00418906	10/21/02	2,210.21	RRA 00001919	0000000139	0000553189	11/01/02		0000020305 Lockridge, Grindal Nauen	
421506	11/19/02	AP00424286	11/19/02	2,210.21	RRA 00001966	0000000139	0000565075	12/04/02		0000020305 Lockridge, Grindal Nauen	
421506	11/21/02	AP00424287	11/21/02	2,500.00	RRA 00001972	0000000211	0000565055	12/04/02		0000138897 Kennedy & Graven, Chartered	
421506	12/19/02	AP00449363	12/19/02	2,210.21	RRA 00002002	0000000139	0000577226	01/06/03		0000020305 Lockridge, Grindal Nauen	
421506	12/23/02	AP00450145	12/23/02	2,500.00	RRA 00002006	0000000211	0000579171	01/09/03		0000138897 Kennedy & Graven, Chartered	
421506	12/31/02	AP00459378	12/31/02	2,210.21	RRA 00002063	0000000264	0000596253	02/20/03		0000020305 Lockridge, Grindal Nauen	
421506	12/31/02	AP00459378	12/31/02	2,500.00	RRA 00002067	0000000267	0000596248	02/20/03		0000138897 Kennedy & Graven, Chartered	

Total Account	421506	18,840.84	Legislative Representative	Account	421506	Payments:	18,840.84
						Journal Entries:	0.00
						Undisbursed Expenses:	0.00

421511	10/21/02	AP00418906	10/21/02	1,910.48	RRA 00001921	00006115	11/05/02	0000100162 Public Works
421511	10/21/02	AP00418906	10/21/02	8,653.78	RRA 00001923	00006115	11/05/02	0000100162 Public Works
421511	10/21/02	AP00418906	10/21/02	2,643.35	RRA 00001925	00006115	11/05/02	0000100162 Public Works
421511	10/21/02	AP00418906	10/21/02	1,257.87	RRA 00001928	00006115	11/05/02	0000100162 Public Works
421511	10/21/02	AP00418906	10/21/02	1,166.72	RRA 00001929	00006115	11/05/02	0000100162 Public Works
421511	11/18/02	AP00424285	11/18/02	2,124.24	RRA 00001954	00006246	12/04/02	0000100162 Public Works
421511	11/18/02	AP00424285	11/18/02	8,653.78	RRA 00001956	00006246	12/04/02	0000100162 Public Works
421511	11/18/02	AP00424285	11/18/02	3,718.92	RRA 00001958	00006246	12/04/02	0000100162 Public Works
421511	11/18/02	AP00424285	11/18/02	692.74	RRA 00001960	00006246	12/04/02	0000100162 Public Works
421511	11/18/02	AP00424285	11/18/02	291.68	RRA 00001961	00006246	12/04/02	0000100162 Public Works
421511	12/17/02	AP00428667	12/17/02	9.58	RRA 00001990	00006410	12/30/02	0000100162 Public Works
421511	12/17/02	AP00428667	12/17/02	4,828.36	RRA 00001991	00006410	12/30/02	0000100162 Public Works
421511	12/17/02	AP00428667	12/17/02	2,017.36	RRA 00001993	00006410	12/30/02	0000100162 Public Works
421511	12/17/02	AP00428667	12/17/02	875.04	RRA 00001994	00006410	12/30/02	0000100162 Public Works
421511	12/17/02	AP00428667	12/17/02	2,461.05	RRA 00001997	00006410	12/30/02	0000100162 Public Works
421511	12/31/02	AP00458292	12/31/02	1,409.49	RRA 00002028	00006607	02/14/03	0000100162 Public Works
421511	12/31/02	AP00458292	12/31/02	9,267.04	RRA 00002030	00006607	02/14/03	0000100162 Public Works
421511	12/31/02	AP00458292	12/31/02	2,114.68	RRA 00002032	00006607	02/14/03	0000100162 Public Works

A



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2002 through 12/31/2002

Run Date Mar 13, 2003
Run Time 2:03:21 PM

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	12/31/02	AP00458292	12/31/02	947.96	RRA 00002035		00006607	02/14/03		0000100162 Public Works	
421511	12/31/02	AP00458292	12/31/02	109.38	RRA 00002036		00006607	02/14/03		0000100162 Public Works	

Total Account	421511		55,153.50	Co Project Management Svcs					Account 421511	Payments:	55,153.50
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00

421519	10/07/02	AP00415555	10/07/02	165.12	RRA 00001910	0000000229	0000546058	10/16/02		0000030760 Jeane Thorne Inc	
421519	10/10/02	AP00416327	10/10/02	330.24	RRA 00001911	0000000230	0000548333	10/21/02		0000030760 Jeane Thorne Inc	
421519	10/21/02	AP00418906	10/21/02	417.96	RRA 00001920	0000000232	0000553167	11/01/02		0000030760 Jeane Thorne Inc	
421519	10/24/02	AP00418908	10/24/02	330.24	RRA 00001934	0000000233	0000553167	11/01/02		0000030760 Jeane Thorne Inc	
421519	11/04/02	AP00422435	11/04/02	448.92	RRA 00001945	0000000235	0000561349	11/22/02		0000030760 Jeane Thorne Inc	
421519	11/07/02	AP00422436	11/07/02	319.92	RRA 00001950	0000000238	0000561349	11/22/02		0000030760 Jeane Thorne Inc	
421519	11/18/02	AP00424285	11/18/02	319.92	RRA 00001963	0000000239	0000565045	12/04/02		0000030760 Jeane Thorne Inc	
421519	11/21/02	AP00424287	11/21/02	319.92	RRA 00001970	0000000240	0000565045	12/04/02		0000030760 Jeane Thorne Inc	
421519	12/02/02	AP00426425	12/02/02	438.60	RRA 00001978	0000000242	0000571575	12/18/02		0000030760 Jeane Thorne Inc	
421519	12/12/02	AP00428666	12/12/02	387.00	RRA 00001989	0000000249	0000574246	12/27/02		0000030760 Jeane Thorne Inc	
421519	12/19/02	AP00449363	12/19/02	319.92	RRA 00002000	0000000250	0000577214	01/06/03		0000030760 Jeane Thorne Inc	
421519	12/31/02	AP00455041	12/31/02	206.40	RRA 00002027	0000000256	0000589409	01/30/03		0000030760 Jeane Thorne Inc	
421519	12/31/02	AP00455041	12/31/02	330.24	RRA 00002039	0000000259	0000589409	01/30/03		0000030760 Jeane Thorne Inc	
421519	12/31/02	AP00455385	12/31/02	72.24	RRA 00002043	0000000260	0000589763	02/03/03		0000030760 Jeane Thorne Inc	

Total Account	421519		4,406.64	Clerical Services					Account 421519	Payments:	4,406.64
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00

421527	10/03/02	AP00418163	10/03/02	396.43	RRA 00001902		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	462.49	RRA 00001903		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	330.35	RRA 00001904		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	264.28	RRA 00001905		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	132.14	RRA 00001906		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	132.14	RRA 00001907		00006057	10/28/02		0000100150 Budgeting And Accounting	

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Report ID: RAP006

Ramsey County ASPEN

DETAILED DISBURSEMENT BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2002 through 12/31/2002

Page No. 4
Run Date Mar 13, 2003
Run Time 2:03:21 PM

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-RCRA		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
421527	10/03/02	AP00418163	10/03/02	330.35	RRA 00001908		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	165.18	RRA 00001909		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	12/31/02	AP00459378	12/31/02	4,426.69	RRA 00002096		00006669	02/19/03		0000100148 County Manager	
Total Account 421527				6,640.05	County Manager Services				Account 421527	Payments: 6,640.05 Journal Entries: 0.00 Undisbursed Expenses: 0.00	

421603	10/10/02	AP00416327	10/10/02	199.17	RRA 00001913		0000548061	10/21/02		0000001770 St Paul,City Of	
421603	10/31/02	AP00420290	10/31/02	3,856.90	RRA 00001942		0000556232	11/08/02		0000001770 St Paul,City Of	
421603	12/31/02	AP00455041	12/31/02	1,237.40	RRA 00002040		0000589524	01/30/03		0000001770 St Paul,City Of	
421603	12/31/02	AP00455041	12/31/02	241.32	RRA 00002047		0000589135	01/30/03		0000001770 St Paul,City Of	
Total Account 421603				5,534.79	Printing & Stationery				Account 421603	Payments: 5,534.79 Journal Entries: 0.00 Undisbursed Expenses: 0.00	

421604	12/31/02	AP00449947	12/31/02	2,194.16	COMGR 00004150	0000000552	0000578543	01/08/03		0000103853 House Of Print	
421604	12/31/02	AP00449947	12/31/02	653.35	COMGR 00004151		0000578565	01/08/03		0000016461 Press Publications Inc.	
421604	12/31/02	AP00449947	12/31/02	382.50	COMGR 00004152		0000578583	01/08/03		0000139932 Triangle Park Publications	
421604	12/31/02	AP00449947	12/31/02	900.00	COMGR 00004153		0000578552	01/08/03		0000108283 Midway Como Monitor	
421604	12/31/02	AP00449947	12/31/02	600.00	COMGR 00004154		0000578572	01/08/03		0000017272 Riverview Times	
421604	12/31/02	AP00449947	12/31/02	1,126.47	COMGR 00004155	0000000756	0000578543	01/08/03		0000103853 House Of Print	
421604	12/31/02	AP00449947	12/31/02	555.00	COMGR 00004158		0000578560	01/08/03		0000028187 Park Press Inc	
421604	12/31/02	AP00450622	12/31/02	958.50	COMGR 00004170		0000581059	01/13/03		0000016494 North End News Inc.	
421604	12/31/02	AP00450622	12/31/02	1,417.00	COMGR 00004173		0000581094	01/13/03		0000016645 Villager Communications Inc	
421604	12/31/02	AP00453566	12/31/02	850.00	COMGR 00004190		0000586236	01/27/03		0000011610 La Prensa De Minnesota	
421604	12/31/02	AP00453566	12/31/02	1,750.00	COMGR 00004191		0000586308	01/27/03		0000010237 Trevino,Adriana L	
421604	12/31/02	AP00453566	12/31/02	3,268.00	COMGR 00004192		0000586241	01/27/03		0000037800 Lillie Suburban Newspapers Inc	
421604	12/31/02	AP00454722	12/31/02	281.00	COMGR 00004224		0000588428	01/30/03		0000102538 Prentice Creative Inc	
421604	12/31/02	AP00454722	12/31/02	1,320.00	COMGR 00004225		0000588428	01/30/03		0000102538 Prentice Creative Inc	
421604	12/31/02	AP00454722	12/31/02	2,978.00	COMGR 00004228		0000588363	01/30/03		0000125724 L & W Communications	



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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
421604	12/31/02	AP00456270	12/31/02	240.00	COMGR 00004252		0000592310	02/07/03		0000102030 St Paul Publishing Company	
421604	12/31/02	AP00459340	12/31/02	297.00	COMGR 00004279		0000596797	02/21/03		0000016645 Villager Communications Inc	
Total Account 421604				19,770.98	Special Brochures & Reports				Account 421604	Payments:	19,770.98
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421701	10/10/02	AP00418164	10/10/02	101.26	RRA 00001912		00006059	10/28/02		0000100163 Comm Human Serv-Presort Mail	
421701	11/07/02	AP00422886	11/07/02	75.91	RRA 00001949		00006202	11/25/02		0000100163 Comm Human Serv-Presort Mail	
421701	11/19/02	AP00424286	11/19/02	27.20	RRA 00001964		0000564653	12/04/02		0000030747 Despiegelaere,Kathryn	
421701	12/23/02	AP00450145	12/23/02	50.60	RRA 00002007		0000578944	01/09/03		0000030747 Despiegelaere,Kathryn	
421701	12/24/02	AP00450404	12/24/02	88.48	RRA 00002008		00006460	01/10/03		0000100163 Comm Human Serv-Presort Mail	
421701	12/31/02	AP00459378	12/31/02	54.50	RRA 00002064		00006666	02/19/03		0000100163 Comm Human Serv-Presort Mail	
Total Account 421701				397.95	Postage				Account 421701	Payments:	397.95
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421706	10/28/02	AP00420903	10/28/02	10.25	RRA 00001936		00006199	11/14/02		0000100171 Telecommunications	
421706	12/02/02	AP00426654	12/02/02	5.44	RRA 00001977		00006343	12/19/02		0000100171 Telecommunications	
421706	12/31/02	AP00450405	12/31/02	10.93	RRA 00002015		00006469	01/10/03		0000100171 Telecommunications	
421706	12/31/02	AP00459378	12/31/02	5.65	RRA 00002094		00006675	02/19/03		0000100171 Telecommunications	
Total Account 421706				32.27	Telephone Long Dist Charges				Account 421706	Payments:	32.27
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421707	10/31/02	AP00420905	10/31/02	183.55	RRA 00001939		00006162	11/14/02		0000100171 Telecommunications	
421707	11/18/02	AP00424285	11/18/02	183.55	RRA 00001962		00006250	12/04/02		0000100171 Telecommunications	
421707	12/02/02	AP00426654	12/02/02	183.55	RRA 00001982		00006343	12/19/02		0000100171 Telecommunications	
421707	12/31/02	AP00458292	12/31/02	183.55	RRA 00002026		00006610	02/14/03		0000100171 Telecommunications	
Total Account 421707				734.20	Telephone-Local Service				Account 421707	Payments:	734.20
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00



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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
421710	10/01/02	AP00415553	10/01/02	168.83	RRA 00001898	0000000228	0000546222	10/16/02		0000122690 Verizon Wireless	
421710	10/31/02	AP00420290	10/31/02	74.33	RRA 00001943	0000000234	0000556375	11/08/02		0000122690 Verizon Wireless	
421710	12/24/02	AP00450146	12/24/02	69.33	RRA 00002011	0000000248	0000578979	01/09/03		0000122690 Verizon Wireless	
421710	12/31/02	AP00455041	12/31/02	69.71	RRA 00002038	0000000258	0000589194	01/30/03		0000122690 Verizon Wireless	
Total Account 421710				382.20	Telephone-Cellular Service				Account 421710	Payments:	382.20
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
422402	10/29/02	AP00420904	10/29/02	3,165.50	RRA 00001937		00006156	11/14/02		0000100170 Property Management West	
Total Account 422402				3,165.50	Buildings & Office Space				Account 422402	Payments:	3,165.50
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
422403	12/20/02	0000427747	12/20/02	260.00	Department paid parking at RCGC-West: September - December 2002.						
422403	10/21/02	AP00418906	10/21/02	130.00	RRA 00001930		0000553307	11/01/02		0000100608 Standard Parking Inc	
422403	11/19/02	AP00424286	11/19/02	130.00	RRA 00001967		0000565180	12/04/02		0000100608 Standard Parking Inc	
422403	12/19/02	AP00449363	12/19/02	130.00	RRA 00002001		0000577284	01/06/03		0000100608 Standard Parking Inc	
Total Account 422403				650.00	Parking Space				Account 422403	Payments:	390.00
										Journal Entries:	260.00
										Undisbursed Expenses:	0.00
422601	10/01/02	AP00415553	10/01/02	118.09	RRA 00001896	0000000227	0000546052	10/16/02		0000023226 Ikon Office Solutions	
422601	11/04/02	AP00422435	11/04/02	100.72	RRA 00001946	0000000236	0000561342	11/22/02		0000023226 Ikon Office Solutions	
422601	12/02/02	AP00426425	12/02/02	108.03	RRA 00001981	0000000244	0000571564	12/18/02		0000023226 Ikon Office Solutions	
422601	12/31/02	AP00455041	12/31/02	57.48	RRA 00002019	0000000252	0000589399	01/30/03		0000023226 Ikon Office Solutions	
Total Account 422601				384.32	Equipment & Machinery Repairs				Account 422601	Payments:	384.32
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
424302	10/15/02	AP00417879	10/15/02	1,000.00	RRA 00001915		0000549885	10/25/02		0000137553 High Speed Ground Transportation	

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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	424302			1,000.00	Membership & Dues					Account 424302	Payments: 1,000.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424303	10/01/02	AP00415553	10/01/02	195.00	RRA 00001897		0000545914	10/16/02		0000029136 Mn Transportation Alliance	
424303	10/10/02	AP00415556	10/10/02	1,119.09	RRA 00001914		0000545908	10/16/02		0000030747 Despiegelaere,Kathryn	
424303	10/22/02	AP00418907	10/22/02	175.00	RRA 00001931		0000552786	11/01/02		0000118050 Vap,Alicia	
424303	10/31/02	AP00420290	10/31/02	30.00	RRA 00001940		0000555821	11/08/02	Voided: ACCRUAL	0000009249 University Of Minnesota	
424303	10/31/02	AP00423430	11/26/02	30.00	RRA 00001940		0000555821	11/08/02	Voided: CLOSURE	0000009249 University Of Minnesota	
						Multi Pymts				0000009249 University Of Minnesota	
						Multi Pymts				0000009249 University Of Minnesota	
424303	11/07/02	AP00422436	11/07/02	82.17	RRA 00001951		0000560975	11/22/02		0000123524 Morris,Steve	
424303	11/26/02	AP00425659	11/26/02	326.00	RRA 00001976		0000569504	12/13/02		0000132437 Travel Associates	
424303	12/24/02	AP00449965	12/24/02	700.00	RRA 00002010		0000578284	01/08/03		0000030747 Despiegelaere,Kathryn	
Total Account	424303			2,597.26	Conference & Seminar					Account 424303	Payments: 2,597.26 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424306	10/03/02	AP00415554	10/03/02	94.89	RRA 00001900		0000545908	10/16/02		0000030747 Despiegelaere,Kathryn	
424306	10/28/02	AP00418909	10/28/02	18.84	RRA 00001935		0000552786	11/01/02		0000118050 Vap,Alicia	
424306	10/31/02	AP00420290	10/31/02	85.58	RRA 00001941		0000555788	11/08/02		0000030747 Despiegelaere,Kathryn	
424306	11/19/02	AP00424286	11/19/02	4.79	RRA 00001964		0000564653	12/04/02		0000030747 Despiegelaere,Kathryn	
424306	11/19/02	AP00424286	11/19/02	21.84	RRA 00001965		0000564671	12/04/02		0000118050 Vap,Alicia	
424306	12/19/02	AP00449363	12/19/02	117.02	RRA 00002003		0000577016	01/06/03		0000030747 Despiegelaere,Kathryn	
424306	12/31/02	AP00455041	12/31/02	21.63	RRA 00002045		0000589112	01/30/03		0000030747 Despiegelaere,Kathryn	
Total Account	424306			364.59	Ced Meeting Expenses Account					Account 424306	Payments: 364.59 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424501	10/03/02	AP00415554	10/03/02	135.18	RRA 00001901		0000545922	10/16/02		0000118050 Vap,Alicia	
424501	10/24/02	AP00418908	10/24/02	5.00	RRA 00001932		0000553139	11/01/02		0000139116 Haller, Nona	
424501	11/19/02	AP00424286	11/19/02	35.47	RRA 00001969		0000564671	12/04/02		0000118050 Vap,Alicia	

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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
424501	12/03/02	AP00426426	12/03/02	74.28	RRA 00001985		0000571373	12/18/02		0000030747	Despiegelaere,Kathryn	
424501	12/09/02	AP00428665	12/09/02	60.59	RRA 00001988		0000573941	12/27/02		0000118050	Vap,Alicia	
424501	12/24/02	AP00450146	12/24/02	89.41	RRA 00002013		0000578944	01/09/03		0000030747	Despiegelaere,Kathryn	
424501	12/24/02	AP00450146	12/24/02	6.85	RRA 00002014		0000579146	01/09/03		0000139116	Haller, Nona	
424501	12/31/02	AP00450870	12/31/02	58.40	RRA 00002017		0000581293	01/14/03		0000118050	Vap,Alicia	
424501	12/31/02	AP00455041	12/31/02	55.53	RRA 00002023		0000589112	01/30/03		0000030747	Despiegelaere,Kathryn	
424501	12/31/02	AP00455041	12/31/02	29.46	RRA 00002024		0000589112	01/30/03		0000030747	Despiegelaere,Kathryn	
Total Account 424501				550.17	Mileage/Parking					Account 424501	Payments:	550.17
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
424507	10/01/02	AP00415553	10/01/02	28.52	RRA 00001894	0000000225	0000546027	10/16/02		0000012288	Federal Express Corporation	
424507	10/01/02	AP00415553	10/01/02	46.45	RRA 00001895	0000000226	0000546020	10/16/02		0000141766	Dynamex	
424507	11/04/02	AP00422435	11/04/02	14.42	RRA 00001947	0000000237	0000561274	11/22/02		0000012288	Federal Express Corporation	
Total Account 424507				89.39	Messenger Service					Account 424507	Payments:	89.39
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
424620	12/02/02	AP00426425	12/02/02	16.00	RRA 00001980		0000571377	12/18/02		0000101630	Governing	
Total Account 424620				16.00	Books Periodicals & Subscriptn					Account 424620	Payments:	16.00
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
431101	10/21/02	AP00418906	10/21/02	17.74	RRA 00001916	0000000231	0000553092	11/01/02		0000029260	Corporate Express	
431101	10/21/02	AP00418906	10/21/02	119.20	RRA 00001918		0000553300	11/01/02		0000001770	St Paul,City Of	
431101	11/26/02	AP00426424	11/26/02	55.80	RRA 00001975		0000571697	12/18/02		0000001770	St Paul,City Of	
431101	12/03/02	AP00426426	12/03/02	396.22	RRA 00001984	0000000246	0000571521	12/18/02		0000029260	Corporate Express	
431101	12/31/02	Unposted Voucher		2.50	RRA 00002016	0000000251	0000581393	01/14/03		0000029260	Corporate Express	
431101	12/31/02	AP00459378	12/31/02	83.70	RRA 00002088		0000596307	02/20/03		0000001770	St Paul,City Of	



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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
Total Account	431101			675.16	Office Supplies					Account 431101	Payments: 675.16 Journal Entries: 0.00 Undisbursed Expenses: 0.00
431102	12/02/02	AP00426425	12/02/02	109.24	RRA 00001979	0000000243	0000571521	12/18/02		0000029260 Corporate Express	
431102	12/31/02	Unposted Voucher		23.08	RRA 00002016	0000000251	0000581393	01/14/03		0000029260 Corporate Express	
431102	12/31/02	AP00455886	12/31/02	2.10	RRA 00002021	0000000254	0000590754	02/05/03		0000029260 Corporate Express	
Total Account	431102			134.42	Computer Operating Supplies					Account 431102	Payments: 134.42 Journal Entries: 0.00 Undisbursed Expenses: 0.00
432201	10/21/02	AP00418858	10/21/02	156.00 10.14	ISCEO 00001725	0000001178	0000553099	11/01/02		0000023246 Dell Marketing L. P. MN Use Tax	
Total Account	432201			166.14	Non Capitalized Equipment					Account 432201	Payments: 166.14 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			162,418.43	All Programs					Program 00000	Payments: 162,158.43 Journal Entries: 260.00 Undisbursed Expenses: 0.00
Total Project/Grant				162,418.43						Project	Payments: 162,158.43 Journal Entries: 260.00 Undisbursed Expenses: 0.00
Total Organization	150101			162,418.43	Ramsey Co Reg Rail Auth-RCRRA					Organization 150101	Payments: 162,158.43 Journal Entries: 260.00 Undisbursed Expenses: 0.00



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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	10/21/02	AP00418906	10/21/02	364.60	RRA 00001926		00006115	11/05/02		0000100162 Public Works	
421511	12/17/02	AP00428667	12/17/02	36.46	RRA 00001996		00006410	12/30/02		0000100162 Public Works	
421511	12/31/02	AP00458292	12/31/02	838.58	RRA 00002033		00006607	02/14/03		0000100162 Public Works	
421511	12/31/02	AP00459378	12/31/02	2,574.88	RRA 00002075		00006673	02/19/03		0000100162 Public Works	
Total Account 421511				3,814.52	Co Project Management Svcs				Account 421511	Payments:	3,814.52
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Program 00000				3,814.52	All Programs				Program 00000	Payments:	3,814.52
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Project/Grant				3,814.52					Project	Payments:	3,814.52
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Organization 150106				3,814.52	RCRRA Northeast Corridor Maint				Organization 150106	Payments:	3,814.52
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00

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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	11/14/02	AP00422437	11/14/02	54,853.31	RRA 00001952	0000000156	0000561413	11/22/02		0000023268	Metro Transit	
491306	12/09/02	AP00428665	12/09/02	31,995.14	RRA 00001987	0000000156	0000574311	12/27/02		0000023268	Metro Transit	
491306	12/31/02	AP00459378	12/31/02	29,611.44	RRA 00002073	0000000266	0000596266	02/20/03		0000023268	Metro Transit	
491306	12/31/02	AP00460817	12/31/02	39,335.78	RRA 00002093	0000000266	0000597908	02/25/03		0000023268	Metro Transit	
Total Account 491306				155,795.67	Other Governmental Units					Account 491306	Payments:	155,795.67
										Journal Entries:	0.00	
										Undisbursed Expenses:	0.00	
Total Program 00000				155,795.67	All Programs					Program 00000	Payments:	155,795.67
										Journal Entries:	0.00	
										Undisbursed Expenses:	0.00	
Total Project/Grant G205004				155,795.67	G205004					Project G205004	Payments:	155,795.67
										Journal Entries:	0.00	
										Undisbursed Expenses:	0.00	
Total Organization 150180				155,795.67	RCRRA-Proj/Grant					Organization 150180	Payments:	155,795.67
										Journal Entries:	0.00	
										Undisbursed Expenses:	0.00	
Total Fund 12501				322,028.62	Ramsey Co Regional Rail Auth					Fund 12501	Payments:	321,768.62
										Journal Entries:	260.00	
										Undisbursed Expenses:	0.00	
Total Budget Period 2002				322,028.62						Budget Period 2002	Payments:	321,768.62
										Journal Entries:	260.00	
										Undisbursed Expenses:	0.00	

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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
421501	11/18/02	AP00424285	11/18/02	497.80	RRA 00001953	0000000047	0000565028	12/04/02		0000122598 Himle Horner Incorporated	
421501	12/19/02	AP00449363	12/19/02	120,813.24	RRA 00001999	0000000146	0000577162	01/06/03		0000002207 Brw Inc	
421501	12/19/02	AP00449363	12/19/02	7.38	RRA 00002004	0000000047	0000577202	01/06/03		0000122598 Himle Horner Incorporated	
421501	12/31/02	AP00459378	12/31/02	1,240.03	RRA 00002074	0000000262	0000596238	02/20/03		0000122598 Himle Horner Incorporated	
Total Account 421501				122,558.45	Consulting Services					Account 421501	
										Payments:	122,558.45
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00

421511	10/01/02	AP00415553	10/01/02	8,891.25	RRA 00001893	0000000214	0000546080	10/16/02		0000002054 Metropolitan Council	
421511	10/21/02	AP00418906	10/21/02	467.60	RRA 00001922		00006115	11/05/02		0000100162 Public Works	
421511	10/21/02	AP00418906	10/21/02	2,044.20	RRA 00001924		00006115	11/05/02		0000100162 Public Works	
421511	10/21/02	AP00418906	10/21/02	401.06	RRA 00001927		00006115	11/05/02		0000100162 Public Works	
421511	11/04/02	AP00422435	11/04/02	9,687.48	RRA 00001948	0000000214	0000561413	11/22/02		0000023268 Metro Transit	
421511	11/18/02	AP00424285	11/18/02	447.57	RRA 00001955		00006246	12/04/02		0000100162 Public Works	
421511	11/18/02	AP00424285	11/18/02	2,793.74	RRA 00001957		00006246	12/04/02		0000100162 Public Works	
421511	11/18/02	AP00424285	11/18/02	546.90	RRA 00001959		00006246	12/04/02		0000100162 Public Works	
421511	12/17/02	AP00428667	12/17/02	13.36	RRA 00001992		00006410	12/30/02		0000100162 Public Works	
421511	12/17/02	AP00428667	12/17/02	1,677.16	RRA 00001995		00006410	12/30/02		0000100162 Public Works	
421511	12/17/02	AP00428667	12/17/02	817.68	RRA 00001998		00006410	12/30/02		0000100162 Public Works	
421511	12/24/02	AP00450146	12/24/02	11,744.40	RRA 00002009	0000000214	0000579195	01/09/03		0000023268 Metro Transit	
421511	12/31/02	AP00455041	12/31/02	8,095.02	RRA 00002018	0000000214	0000589440	01/30/03		0000002054 Metropolitan Council	
421511	12/31/02	AP00458292	12/31/02	414.16	RRA 00002029		00006607	02/14/03		0000100162 Public Works	
421511	12/31/02	AP00458292	12/31/02	885.82	RRA 00002031		00006607	02/14/03		0000100162 Public Works	
421511	12/31/02	AP00458292	12/31/02	1,695.39	RRA 00002034		00006607	02/14/03		0000100162 Public Works	
Total Account 421511				50,622.79	Co Project Management Svcs					Account 421511	
										Payments:	50,622.79
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00

421527	10/03/02	AP00418163	10/03/02	429.45	RRA 00001902		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	165.18	RRA 00001903		00006057	10/28/02		0000100150 Budgeting And Accounting	



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2002 through 12/31/2002

Run Date Mar 13, 2003
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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
421527	10/03/02	AP00418163	10/03/02	561.60	RRA 00001904		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	132.14	RRA 00001905		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	958.02	RRA 00001906		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	627.67	RRA 00001907		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	198.21	RRA 00001908		00006057	10/28/02		0000100150 Budgeting And Accounting	
421527	10/03/02	AP00418163	10/03/02	462.49	RRA 00001909		00006057	10/28/02		0000100150 Budgeting And Accounting	
Total Account 421527				3,534.76	County Manager Services				Account 421527	Payments:	3,534.76
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421603	10/10/02	AP00416327	10/10/02	223.50	RRA 00001913		0000548061	10/21/02		0000001770 St Paul,City Of	
421603	12/31/02	AP00459378	12/31/02	435.55	RRA 00002088		0000596307	02/20/03		0000001770 St Paul,City Of	
Total Account 421603				659.05	Printing & Stationery				Account 421603	Payments:	659.05
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421701	10/10/02	AP00418164	10/10/02	101.25	RRA 00001912		00006059	10/28/02		0000100163 Comm Human Serv-Presort Mail	
421701	11/07/02	AP00422886	11/07/02	75.91	RRA 00001949		00006202	11/25/02		0000100163 Comm Human Serv-Presort Mail	
421701	12/24/02	AP00450404	12/24/02	88.47	RRA 00002008		00006460	01/10/03		0000100163 Comm Human Serv-Presort Mail	
421701	12/31/02	AP00459378	12/31/02	54.50	RRA 00002064		00006666	02/19/03		0000100163 Comm Human Serv-Presort Mail	
Total Account 421701				320.13	Postage				Account 421701	Payments:	320.13
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
422403	10/21/02	AP00418906	10/21/02	130.00	RRA 00001930		0000553307	11/01/02		0000100608 Standard Parking Inc	
422403	11/19/02	AP00424286	11/19/02	130.00	RRA 00001967		0000565180	12/04/02		0000100608 Standard Parking Inc	
422403	12/19/02	AP00449363	12/19/02	130.00	RRA 00002001		0000577284	01/06/03		0000100608 Standard Parking Inc	
Total Account 422403				390.00	Parking Space				Account 422403	Payments:	390.00
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
424501	12/24/02	AP00450146	12/24/02	9.40	RRA 00002014		0000579146	01/09/03		0000139116 Haller, Nona	

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Report ID: RAP006

Ramsey County ASPEN

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DETAILED DISBURSEMENT BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2002 through 12/31/2002

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
424501	12/31/02	AP00460817	12/31/02	16.79	RRA 00002097		0000597670	02/25/03		0000123524 Morris, Steve	
424501	12/31/02	AP00460817	12/31/02	29.57	RRA 00002098		0000597670	02/25/03		0000123524 Morris, Steve	
424501	12/31/02	AP00460817	12/31/02	12.60	RRA 00002099		0000597670	02/25/03		0000123524 Morris, Steve	
Total Account	424501			68.36	Mileage/Parking					Account 424501	
										Payments:	68.36
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
424507	11/21/02	AP00424287	11/21/02	9.30	RRA 00001971	0000000241	0000564993	12/04/02		0000141766 Dynamex	
424507	12/31/02	AP00455041	12/31/02	32.24	RRA 00002020	0000000253	0000589372	01/30/03		0000012288 Federal Express Corporation	
424507	12/31/02	AP00455041	12/31/02	6.05	RRA 00002022	0000000255	0000589358	01/30/03		0000141766 Dynamex	
424507	12/31/02	AP00455041	12/31/02	11.55	RRA 00002037	0000000257	0000589358	01/30/03		0000141766 Dynamex	
Total Account	424507			59.14	Messenger Service					Account 424507	
										Payments:	59.14
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Program	00000			178,212.68	All Programs					Program 00000	
										Payments:	178,212.68
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Project/Grant	G205002			178,212.68	G205002					Project G205002	
										Payments:	178,212.68
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Organization	150180			178,212.68	RCRRA-Proj/Grant					Organization 150180	
										Payments:	178,212.68
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Fund	12501			178,212.68	Ramsey Co Regional Rail Auth					Fund 12501	
										Payments:	178,212.68
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Budget Period	2000			178,212.68						Budget Period 2000	
										Payments:	178,212.68
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2002 through 12/31/2002

Run Date Mar 13, 2003
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Report Parameters: Budget Period: Fund: 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	11/04/02	AP00422435	11/04/02	7,808.88	RRA 00001944	0000000129	0000560944	11/22/02		0000030753	Hennepin Co Regional Railroad	
Total Account		421501		7,808.88	Consulting Services				Account	421501	Payments:	7,808.88
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
Total Program		00000		7,808.88	All Programs				Program	00000	Payments:	7,808.88
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
Total Project/Grant		P121002		7,808.88	P121002				Project	P121002	Payments:	7,808.88
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00

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Report ID: RAP006

Ramsey County ASPEN

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DETAILED DISBURSEMENT BY ORGANIZATIONAL UNIT

Run Date: Mar 13, 2003

For Accounting Date 10/1/2002 through 12/31/2002

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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	P121003	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
424107	12/31/02	AP00459378	12/31/02	943.00	RRA 00002061		0000596252	02/20/03		0000101543	League Of Minnesota Cities Insuran
Total Account				424107	943.00	Liability & Property Damage			Account	424107	Payments: 943.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program				00000	943.00	All Programs			Program	00000	Payments: 943.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				P121003	943.00	P121003			Project	P121003	Payments: 943.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization				150180	8,751.88	RCRRA-Proj/Grant			Organization	150180	Payments: 8,751.88 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Fund				12501	8,751.88	Ramsey Co Regional Rail Auth			Fund	12501	Payments: 8,751.88 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Budget Period				2001	8,751.88				Budget Period	2001	Payments: 8,751.88 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Grand Total, full report					508,993.18				Grand Totals		Payments: 508,733.18 Journal Entries: 260.00 Undisbursed Expenses: 0.00

End of Report

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Ramsay County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY2002Fund: 12501
To Fiscal Year: 2002Ramsay Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

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	533,295.00	0.00	-9,364.86	449,778.13	84.34	92,881.73
150101	All Programs 00000	Supplies 430000	4,050.00	0.00	-2.10	3,635.40	89.76	416.70
150101	All Programs 00000	Capital Outlay 440000	12,700.00	0.00	0.00	338.80	2.67	12,361.20
150101	All Programs 00000	Contingent 470000	102,099.00	0.00	0.00	0.00	0.00	102,099.00
Total for Organization: 150101			652,144.00	0.00	-9,366.96	453,752.33	69.58	207,758.63
Ramsay Co Reg Rail Auth-RCRRA								
150106	All Programs 00000	Other Services & Charges 420000	31,956.00	0.00	0.00	5,917.18	18.52	26,038.82
Total for Organization: 150106			31,956.00	0.00	0.00	5,917.18	18.52	26,038.82
RCRRA Northeast Corridor Maint								
150180	All Programs 00000	Other Services & Charges 420000	1,400.00	0.00	0.00	0.00	0.00	1,400.00
150180	All Programs 00000	Intergovernmental Payments 490000	1,875,000.00	0.00	-68,947.22	316,749.44	16.89	1,627,197.78

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Ramsey County
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC

Fund: 12501

Ramsey Co Regional Rail Auth

Budget Period: BY2002

To Fiscal Year: 2002

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization:			1,876,400.00	0.00	-68,947.22	316,749.44	16.88	1,628,597.78
RCRRA-Proj/Grant								
Total for Fund:			2,560,500.00	0.00	-78,314.18	776,418.95	30.32	1,862,395.23

Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC

Fund: 12501

Ramsey Co Regional Rail Auth

Budget Period: BY2002

To Fiscal Year: 2002

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
<i>Report Total:</i>			2,560,500.00	0.00	-78,314.18	776,418.95	30.32	1,862,395.23

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Ramsey County
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY2001Fund: 12501
To Fiscal Year: 2002Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

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	302,162.15	0.00	0.00	302,162.15	100.00	0.00
150101	All Programs	Supplies						
	00000	430000	2,251.69	0.00	0.00	2,251.69	100.00	0.00
150101	All Programs	Capital Outlay						
	00000	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	Other Services & Charges						
	00000	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	Other Services & Charges						
	00000	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	Other Services & Charges						
	00000	420000	118,497.33	0.00	0.00	70,139.17	59.19	48,358.16

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Ramsay County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC

Fund: 12501

Ramsay Co Regional Rail Auth

Budget Period: BY2001

To Fiscal Year: 2002

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

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	0.00	70,139.17	3.29	2,061,611.91
RCRRA-Proj/Grant								
Total for Fund: 12501			2,516,793.04	0.00	0.00	455,181.13	18.09	2,061,611.91



Report ID: RMGL100

Ramsey County
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: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
<i>Report Total:</i>			2,516,793.04	0.00	0.00	455,181.13	18.09	2,061,611.91

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC

Fund: 12501

Ramsey Co Regional Rail Auth

Budget Period: BY2000

To Fiscal Year: 2002

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

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	288,963.37	0.00	0.00	288,963.37	100.00	0.00
150101	All Programs 00000	Supplies 430000	1,968.67	0.00	0.00	1,968.67	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	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 00000	Other Services & Charges 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 00000	Other Services & Charges 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 00000	Other Services & Charges 420000	3,715,280.60	0.00	46,714.16	3,581,338.39	96.39	87,228.05

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Report ID: RMGL100

Ramsey County **APPROPRIATION STATUS**
By Fiscal Year & Accounting Period

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Business Unit: RC

Fund: 12501

Ramsey Co Regional Rail Auth

Budget Period: BY2000

To Fiscal Year: 2002

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

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	46,714.16	3,581,338.39	96.39	87,228.05
RCRRA-Proj/Grant								
Total for Fund: 12501			4,051,662.82	0.00	46,714.16	3,917,720.61	96.69	87,228.05

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC

Fund: 12501

Ramsey Co Regional Rail Auth

Budget Period: BY2000

To Fiscal Year: 2002

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
<i>Report Total:</i>			4,051,662.82	0.00	46,714.16	3,917,720.61	96.69	87,228.05

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Report ID: RMGL100

Ramsey County
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodPage 1
Run Date 13.Mar.2003
Run Time 2:16:27 PMBusiness Unit: RC
Budget Period: BY1998Fund: 12501
To Fiscal Year: 2002Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

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

28

Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC

Fund: 12501

Ramsey Co Regional Rail Auth

Budget Period: BY1998

To Fiscal Year: 2002

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

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								

29

Ramsey County
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC

Fund: 12501

Ramsey Co Regional Rail Auth

Budget Period: BY1998

To Fiscal Year: 2002

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

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

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Ramsay County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC

Fund: 12501

Ramsay Co Regional Rail Auth

Budget Period: BY1998

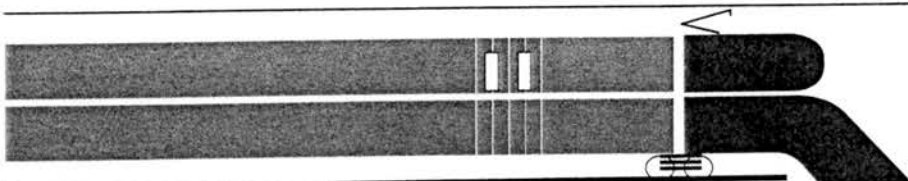
To Fiscal Year: 2002

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
<i>Report Total:</i>			1,526,065.67	0.00	0.00	1,446,476.76	94.78	79,588.91

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Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

April 1, 2003

Immediately following the County Board meeting or 11:00 a.m.

Third Floor Council Chambers Courthouse

1. * Approve minutes from March 25, 2003 RCRRA Meeting
2. Presentation by City of St. Paul staff on land use along transit corridors
3. Legislative update
4. Central Corridor update

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, March 25, 2003, in Council Chambers Third Floor Courthouse.

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

MEMBERS ABSENT: Commissioner Jim McDonough

OTHERS PRESENT: Kathy DeSpiegelaere, Steve Morris, Alicia Vap, Kris Longhenry
Julie Kleinschmidt

Chair Ortega called the meeting to order at 11:04 a.m.

1. Approve minutes from March 11, 2003 RCRRA Meeting

Motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt to approve the minutes from the March 11, 2003 RCRRA Meeting.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

2. Legislative Update

Steve Morris presented information provided by Transit for Livable Communities, which indicates that sales tax is predominantly the funding source for transit. Commissioner Rettman asked for clarification regarding the source of the tax (city, county, region). Steve replied that it depended on the region. Commissioner Rettman asked for more specific clarity. Commissioner Bennett noted the information for Houston shows toll ways, which he thinks is good. He would like to know the size of a region that is providing the tax because it should not come from property taxes. Commissioner Haigh stated it would be helpful to have more clarity in how the sales tax was structured. Steve responded that later in the report there would be some clarification. Commissioner Rettman stated the purpose of her question was that in order to have a meaningful discussion with the Legislature on creating a tax, there needs to be some correlation on population and/or area because otherwise the concept of a regional tax could be abandoned if it ends up a municipality or property tax.

Steve Morris spoke about capital funding and stated that twenty-six comparable bus/rail systems were reviewed. He noted that the information was provided by the National Transit Database for 2001, compiled by FTA. Steve commented that Metro Transit was the only system in the group that used property taxes, which has since been changed. He stated that nearly half reported local or regional sales tax. Commissioner Haigh asked about the remaining systems, where did their funding come from. Steve explained it was a range of general funds (state or local) or payroll tax and some don't have a dedicated source. Commissioner Rettman asked if that indicated property taxes. Steve replied it can be. Steve explained that the most important point is that, when systems have dedicated sources of funding they tend to be based on sales taxes to a large extent, and in other cases, where money comes from general state and local funds, it depends on what the funding sources are in the state or locality.

Commissioner Haigh indicated she felt even those that have it don't use it for a large percent of their system and asked what can be said about the percentage of total operating systems that are dependent on a local general fund source? She stated that this is important information to

extrapolate, because it may be a very small percentage of funds that come from a local general fund. Steve Morris noted the capital funding issue is tough because there is such a vast range of sources. Commissioner Haigh stated it is the percentage, rather than the dollar amount, that is the important issue and they tend to be miniscule. She hypothesized that, even for those communities that the general fund makes a contribution to capital, that the average percentage is very, very small. Steve agreed that was correct.

Commissioner Wiessner asked about the use of "directly generated". Steve Morris answered that the taxing body, based on local laws, does the taxing themselves. Commissioner Haigh asked if that included fare revenues. Steve replied in very few cases, typically not.

Steve Morris addressed operating funding noting that Metro Transit is talking about a fare increase; in 2001, fares made up 39.9% of total revenue, with comparables tended to be in the 20 - 29% range for other systems. Steve commented that a significant number (14 of the 26) get more than half of their operating revenues from a dedicated funding source, most from sales tax. Commissioner Reinhardt asked about the two funding sources, revenues and dedicated fund supply, Metro Transit shows 67% from those two sources, where is the rest from? Steve indicated that in 2001, about 30% came from revenues, another 30% came from dedicated and other funding, and the rest from general funds.

Commissioner Wiessner noted that the 3-dimensional chart is really helpful and commented that sales tax seems to be the most common source of operating funds. She stated that only a couple systems use property tax, including Metro Transit. Chair Ortega asked what kinds of sales taxes are typically used. Steve Morris said that there are some dedicated by the system, or a sales tax, or by the county, or by the city. Commissioner Haigh noted the information is very helpful; she noted all have a regional way to fund the systems, rather than picking off little bits. Chair Ortega asked to have the chart re-distributed to the Commissioners in color. Kathy DeSpiegelaere agreed to do so.

3. Central Corridor Update

Steve Morris stated that the Cultural Resources issue with FTA has progressed in the last week and agreement has been reached about what needs to be addressed in the DEIS, which is being prepared in writing as well as details about DEIS rewrites. He commented that these items should be accomplished within the next few weeks, and then the MnDOT Cultural Resources people can approve it. Chair Ortega asked what specifically this means. Steve replied that we are not being asked for a full Phase I report; rather, the Cultural Resources potential list of properties has reduced in size and they will be done as part of the next Phase. Chair Ortega asked if the RCRRA will see an agreement. Steve noted it is not a formal agreement, rather it is information they want included in the DEIS. Chair Ortega asked for the information to be provided next week to the RCRRA. Steve agreed to do so.

4. Metro Transitways Development Board update

Commissioner Haigh spoke about the information packets which included the Annual Report and a copy of the Northstar Corridor presentation that was made to the Governor's office. Chair Ortega asked if there had been any feedback yet. Kathy DeSpiegelaere noted the Northstar Corridor Development Authority presentation to the Governor occurred February 19th, and that there has been a follow-up meeting. She commented that the Governor appears to be taking the information under advisement. Kathy commented that the Governor will consider four key issues: capital cost, ridership, operating cost and comparison of alternative to other options. She added that they expect to know if there will be a favorable reception from the Governor shortly.

Kathy DeSpiegelaere addressed the key items in the Annual Report: name change, Minnesota Rides (a financing package) was developed including referendum, bonding, gas tax increase and license tab fees. She noted that information on rail corridors was provided. Kathy reported that Hiawatha is on time and on budget; the first rail cars arrived last week. Commissioner Haigh noted it is important to remember there is an issue about the operating subsidy for Hiawatha and potentially an operating subsidy for Northstar. Commissioner Haigh stated that the Metro Chambers group is due to unveil a financing proposal next week and the MTDB will re-kick-off its proposal; hopefully there will be more discussion about options.

Commissioner Wiessner asked about an analysis of an extra lane of highway in the Northstar Cost Benefit Analysis information. Kathy DeSpiegelaere replied there is information about adding to the highway system. Commissioner Wiessner asked if that includes benefits, which would turn into costs. Kathy noted it is always a question about what is included or not in a cost/benefit analysis.

5. Ratify Partial Payment No. 7 in the amount of \$15,276.75 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending February 28, 2003

Motion was made by Commissioner Haigh, and seconded by Commissioner Wiessner to ratify Partial Payment No. 7 in the amount of \$15,276.75 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending February 28, 2003.

Roll call vote was taken:

Ayes – 6, 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 February 28, 2003; 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-2055, Partial Payment No. 7 in the amount of \$15,276.75, attachments thereto, provide the correct documentation of payments due Metropolitan Council through February 28, 2003; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$15,276.75 for services rendered through February 28, 2003, is hereby ratified.

6. Ratify quarterly report of payments for October 1, 2002 to December 31, 2002

Motion was made by Commissioner Haigh, and seconded by Commissioner Reinhardt to ratify quarterly report of payments for October 1, 2002 to December 31, 2002.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of October 1, 2002 through December 31, 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 11:40 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Pugeter
Authorized Signature

3/26/03
Date

Board Action Requested

Presentation by City of St. Paul staff on land use along transit corridors

DISCUSSION ONLY

Request Justification

A presentation will be made by Martha Fuller, Al Lovejoy, Joel Spoonheim and Penny Simison on the land use planning occurring along transit corridors in St. Paul.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 1, 2003

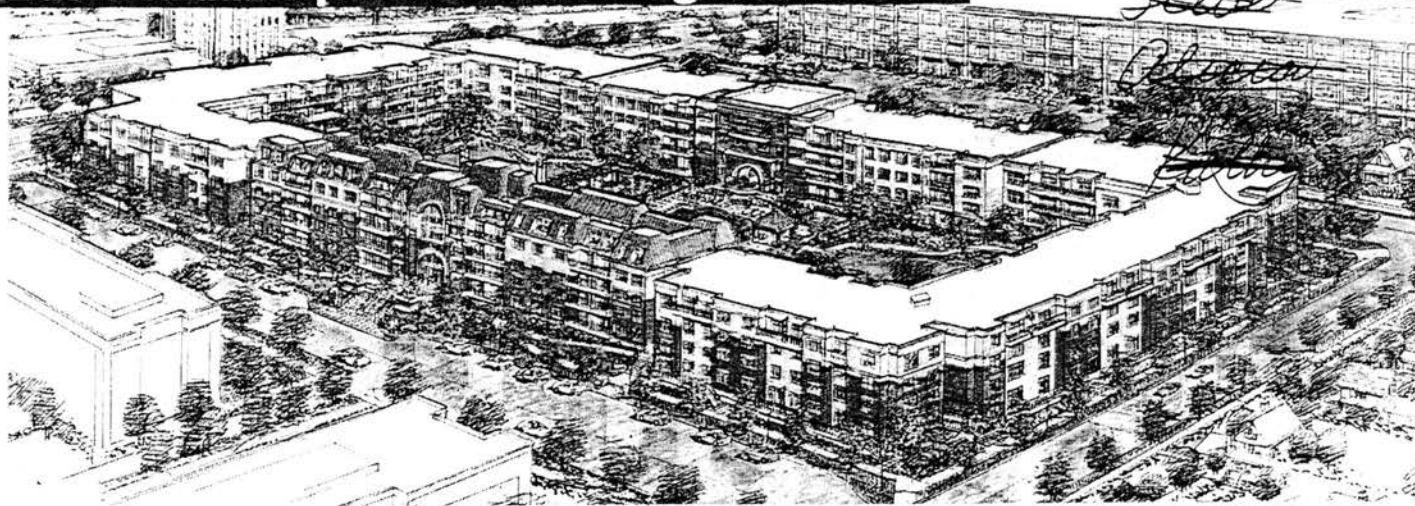
Board Date

Kristine A. Longhenry
Signature

March 25, 2003

Date

2002 Annual Report of the Planning Commission



808 Berry Place, above, is a 267-unit housing development near University Ave. and Hwy 280. Two blocks of old industrial properties are being converted to new housing in accordance with the Franklin-Emerald Small Area Plan (11), which the Planning Commission approved in 2001.

Corridor Development

Redevelopment along the city's transportation corridors is a key component of the Comprehensive Plan; it provides a broad strategy for future growth. The **Riverview Transit Corridor Plan (1)**, which runs diagonally across the full length of the city, lays out strategies for redevelopment around 19 separate station areas. The plan emphasizes opportunities for new housing while also designating locations for new commercial development. Five of the station area plans—the most far-reaching ones—are summarized below.

The **Hillcrest Station Area Plan (2)** was an outgrowth of *The Hillcrest Smart Growth Plan*, which was presented to the community in the spring of 2002. Modifying the initial Smart Growth recommendations, the plan proposes a reduction and consolidation of commercial space together with the development of more medium density housing.

The **Arcade Station Area Charrette (3)**—an interactive community workshop—was held in the East Seventh/Arcade/Seeger Square area in early summer. The focus was on the East Seventh Street corridor between Maple and Hope, the East Seventh/

Arcade urban village, and the Seeger Square area, where the Johnson Achievement Plus Elementary School and the East YMCA are located. The recommendations center on revitalization of the urban village and development of new housing.

In conjunction with its long-range planning, **Metro State University (4)**, is constructing a new library that will serve both the university and the Dayton's Bluff neighborhood. Given a growing campus population and community, the station area plan recommends sites for new retail and new housing development.

The **Randolph Station Area Plan (5)** recommends redevelopment of the ADM grain elevator and underutilized tracts of industrial land. 1,500 new housing units could be built between Shepard Road, West 7th, Randolph, and Drake Street. The plan also calls for conversion of the old Island Station plant to residential and/or parkland.

The **Shepard-Davern Station Area Plan (6)** borrowed heavily from the Shepard Davern Small Area Plan (1999). The plan envisions 1,000 new mixed income housing units (both rental and ownership), a mid-sized hotel, medical offices, a health club, a

In 2002, the Planning Commission worked toward implementation of major goals of the City's Comprehensive Plan by focusing on corridor and station area planning, new housing, downtown and riverfront development, environmental planning, and major Zoning Code revisions.

Corridor planning strengthens the links between neighborhoods and the downtown, between housing and transportation, and within mixed use neighborhoods. The Zoning Code amendments developed in 2002 also support "urban village" development.

day care facility and new restaurants. The plan also emphasizes traffic calming along West 7th Street, identifies the locations for new transit stations, and further defines streetscape improvements.

Station Area Planning on **University Avenue** has taken a different form, but with the same goal—to stabilize neighborhoods with economically healthy, walkable, mixed-use redevelopment. "Traditional neighborhood redevelopment" will be focused at primary transit nodes to take advantage of our urban infrastructure.

In the spring of 2002, planners initiated the University Avenue Transit-Oriented Development (TOD) Study for **Snelling (7) and Lexington (8)** with Livable Communities funding from the Metropolitan Council. The draft plan released in November calls for an intensification of land use around these nodes to create more jobs and housing. Another TOD Study at **University and Dale (9)** was initiated at the end of the year.

In addition, the senior housing at **Fairview (10)** and the **Franklin/Emerald Redevelopment (11)** contribute to the revitalization of the University Avenue Corridor and may serve as models for more new housing. Site planning, design, and environmental

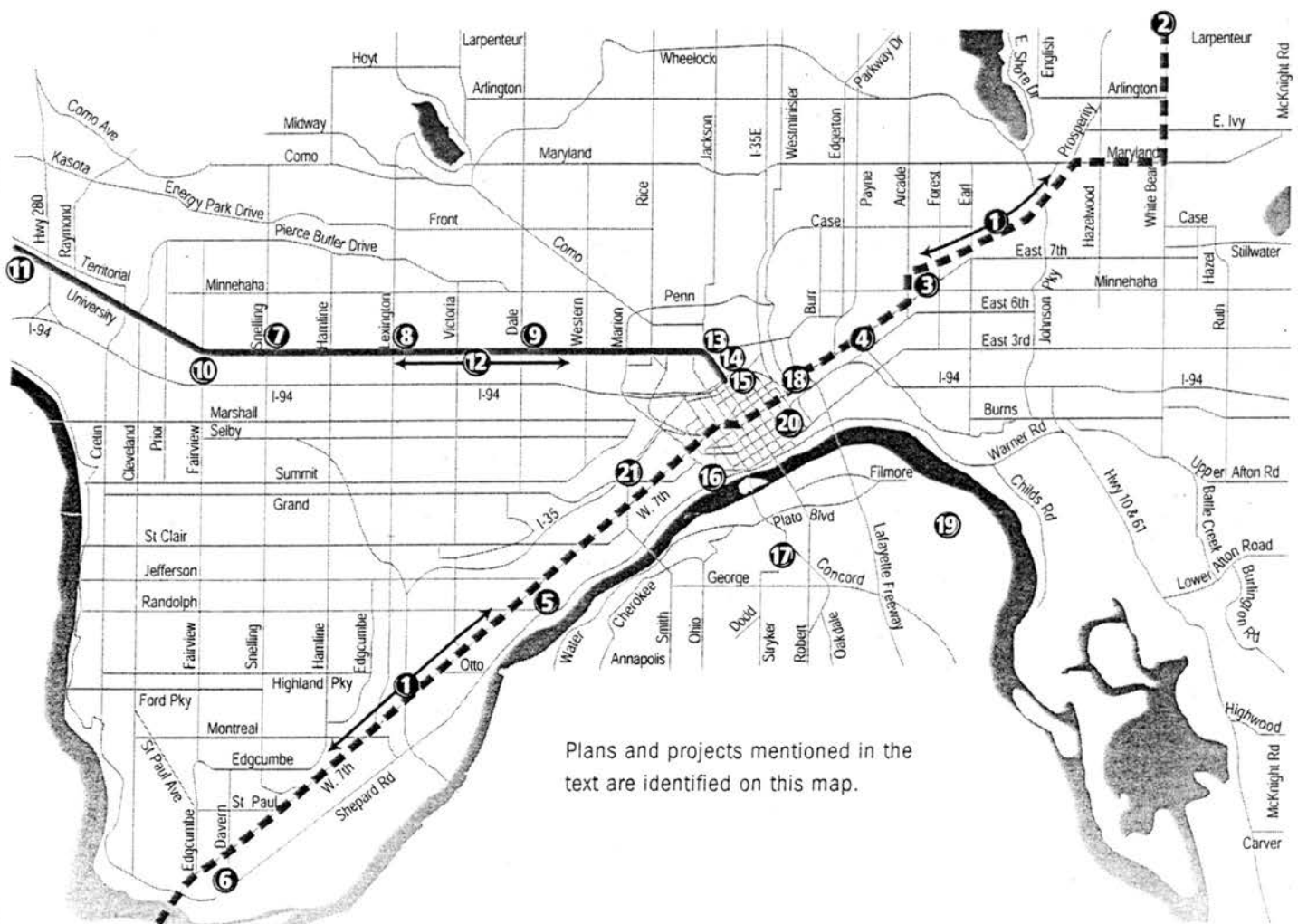
review work was completed that allowed the Emerald Gardens and 808 Berry Place projects to begin construction near the end of the year. Both projects, which will add 483 ownership and rental units to the St. Anthony Park neighborhood, feature high-quality design, underground parking, enhanced landscaping, and pedestrian amenities.

In conjunction with these land use and redevelopment plans, the **Central Corridor Transit Study (12)** moved forward. The Draft EIS for the project was completed and reviewed by the Federal Transit Administration. Hearings on the EIS will take place in the first quarter of 2003.

Downtown and Riverfront

The Planning Commission co-chaired a 25-member task force to prepare a new Downtown Development Strategy as a chapter of the Comprehensive Plan. The topics covered in the plan are the arts, culture and entertainment, living, working, circulation, the public realm, and parks and recreation. The plan sets out a vision and strategies to increase the economic vitality, diversity, beauty and vibrancy of downtown Saint Paul.

The State Department of Administration and the Port Authority proposed major **new state office buildings (13, 14, 15)** for the Departments of Agriculture and Human Services, and a joint laboratory. The Planning Com-



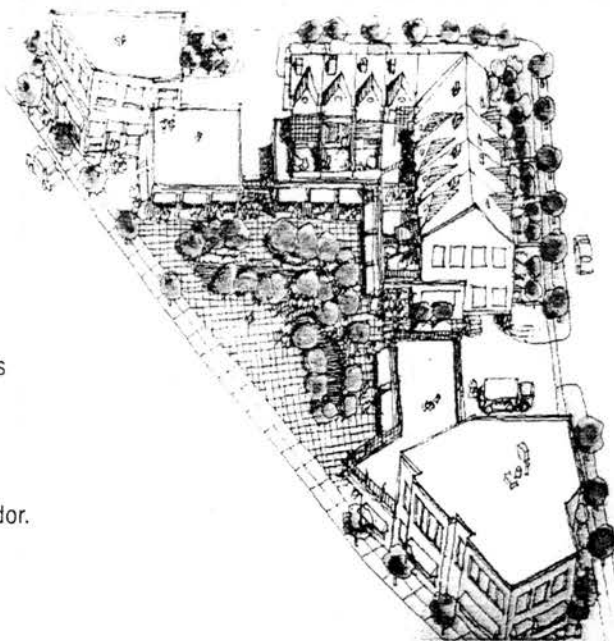
mission's review of the EAW resulted in LRT accommodations, parking alternatives and protection of the neighborhood north of the Capitol from parking encroachment.

The Planning Commission reviewed and approved a Master Site Plan for the 18-acre **Upper Landing Urban Village (16)** along the Mississippi River west of downtown. The plan lays out eight blocks, seven of which will contain a mix of residential and commercial uses, adjacent to a new regional trail at the river's edge. More detailed site plans for individual blocks are being done as developers are selected. In 2002, staff reviewed detailed site plans for Blocks 2, 3, 4 and 7.

The Planning Commission reviewed the **Harriet Island/District del Sol (17)** Smart Growth Plan in July. Prepared by Calthorpe Associates of Berkeley, CA, the plan recommends conversion of the industrial area south of Harriet Island Regional Park into a mixed-use urban village, and continued revitalization of the District del Sol neighborhood on the West Side. The plan is the result of extensive citizen participation and a growing desire to reconnect with the city's riverfront.

The Planning Commission was instrumental in starting the **North Quadrant Urban Village (18)** development by adopting a Redevelopment Plan Amendment and a Tax Increment Financing District. In 2002, PED staff reviewed site and architectural plans for the next two phases of the development. The Dakota will bring another 38 ownership units on-line in 2003, along with approximately 125 units in Sibley Court Apartments. The Work Force Center building will be converted to 46 loft ownership units (9th Street Lofts); adjacent to it will be approximately 60 units of new senior, market-rate rental housing. Staff also assisted a neighborhood task force in determining the final design of the Wacouta Commons park.

The East Seventh-Arcade Charrette (3) produced plans for commercial and housing redevelopment that will relate to Phalen Blvd. and to the Riverview Transit Corridor.



Citywide Planning

In 2002, data became available from the **2000 Census** "long form"—data on such items as income, poverty, housing costs and housing affordability. PED staff gave two presentations to the Planning Commission regarding Saint Paul's performance compared to other similar cities around the country.

Based on hydrological modeling by consultants in 2001, FEMA approved new **Floodway Map Boundaries** in the city. Development is prohibited within the floodway, but not on the remainder of the floodplain. Without this update, property owners would cease to be eligible for federal flood insurance.

The City participated in Metro Council's **Mississippi Pool 2 Study**, which is an inter-municipal collaboration from the Ford Dam down to Hastings. The City submitted two dozen improvement project proposals along the river. The study group rated funding priorities for the whole corridor and the Metro Council will advocate a state funding plan to coordinate and implement the top group of projects.

The Metropolitan Airports Commission (MAC) is proposing a 100-year flood control project at **Holman Field (19)**, and issued an EAW on the project. The Planning Commission reviewed the EAW and made recommendations to the City Council at MAC's public hearing. The project is due to proceed

with design in 2003 and with the construction of levees in 2004.

As has become tradition, the Planning Commission was deeply involved with the development and review of the Metropolitan Council's regional plans. The Commission's review was also used by the Mayor in his comments at the public hearing. The **Regional Blueprint 2030** was adopted in December with many of the recommendations of the Planning Commission.

Metro Transit is systematically restructuring the bus service in the region. The approach used for Sector 2 (north of I-94 in the Metro East area) has been a major success. In 2002 Metro Transit published its draft **Sector 5 Bus Restructuring Plan**, which includes the southwest quarter of the city. This work is particularly timely because there will be major cutbacks in service and having the new system in place will protect the most important service from cuts.

The City of Saint Paul was successful in obtaining funding in 2002 from the Metropolitan Council's Livable Communities Demonstration Program for the **Farmer's Market/Market Lofts Housing (20)** project (\$950,000) and for **University Ave./Dale St. Transit-Oriented Development Planning (9)** (\$45,000).

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kiespriegel
Authorized Signature

3/26/03
Date

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 1, 2003

Board Date

Kristine A. Longhenry
Signature

March 25, 2003

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Krispiegelaen
Authorized Signature

3/26/03
Date

Board Action Requested

Central Corridor update

DISCUSSION ONLY

Request Justification

Information on Central Corridor status will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

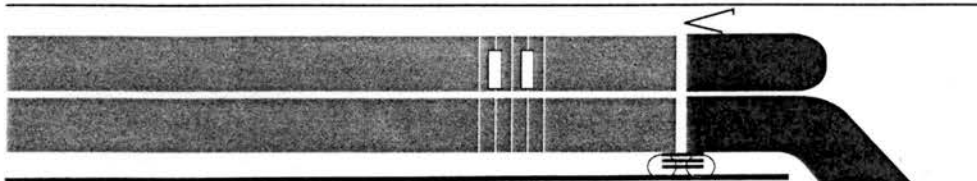
April 1, 2003

Board Date

Kristine A. Longherry
Signature

March 25, 2003

Date



Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

April 15, 2003

1:30 p.m.

Third Floor Council Chambers Courthouse

1. * Approve minutes from April 1, 2003 RCRRA Meeting
2. Legislative update
3. * 1) Authorize \$401,100 to match federal funds for Central Corridor transit work; 2) Authorize staff to submit grant request for federal funds in the amount of \$2,292,000 for Central Corridor transit work; and 3) Authorize staff to issue requests for proposals for Central Corridor transit work
4. * Authorize match of \$168,750 for Red Rock Corridor Alternatives Analysis/Draft Environmental Impact Statement
5. * Authorize RCRRA Chair to approve amended permit exhibit for PNE 087 with the City of St. Paul on RCRRA property east of Payne Avenue and south of Whittall Avenue

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, April 1, 2003, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Jan Wiessner
Commissioner Tony Bennett
Commissioner Janice Rettman
Commissioner Susan Haigh

MEMBERS ABSENT: Commissioner Jim McDonough (arrived late)
Commissioner Victoria Reinhardt (arrived late)

OTHERS PRESENT: Kathy DeSpiegelaere, Steve Morris, Alicia Vap, Kris Longhenry, Allen Lovejoy, Martha Fuller, Joel Spoonheim, Connie Catlin, Alice Jo Carlson, Patricia Brady, Karen Kushner

Chair Ortega called the meeting to order at 11:04 a.m.

1. Approve minutes from March 25, 2003 RCRRA Meeting

Motion was made by Commissioner Haigh, seconded by Commissioner Wiessner to approve the minutes from the March 25, 2003 RCRRA Meeting.

Roll call vote was taken:

Ayes – 5, Nays – 0
Motion accepted.

2. Presentation by City of St. Paul staff on land use along transit corridors.

(Commissioners McDonough and Reinhardt arrived at this time)

Kathy DeSpiegelaere introduced staff from City of St. Paul Planning and Economic Development Department: Martha Fuller, Director, Allen Lovejoy and Joel Spoonheim. Martha Fuller distributed a handout to the RCRRA members and described the background of the City's plan. She stated that it pertains to both housing and commercial development, and concentrates growth along commercial and transit corridors, downtown and riverfront. Martha commented that this allows density to be maximized in an appropriate fashion and provides the greatest access for residents and businesses. She noted that this concentration also allows for two important things from a financial perspective: the leveraging of parking (reducing parking needs, or sharing parking) and the leveraging of infrastructure (roads, sewers, etc).

Allen Lovejoy explained that the City is interested in planning infrastructure in a cooperative way with the County, the RCRRA, Mn/DOT and others. He stated that their focus has been on development-oriented transit. Allen noted that corridors that have been defined in the comprehensive plan include Riverview (also its extension, defined as the Northeast or Phalen corridor), Central, the River Corridor and the Great Northern Corridor. He added that those with the greatest development potential are the Central and the Riverview Corridors.

Allen explained that the land use plan calls for intensifying under-used corridors and integrating business and industrial creation with housing development and neighborhood improvement. He stated that this provides choices for where people can live and contributes to regional competitiveness. Allen commented that redevelopment of corridors is critical because bus and street infrastructure already exist there. He noted that transit coverage is being concentrated along the corridors; funding is being reduced at the state level. Allen continued that redevelopment is not stopped when there are no transit improvements, but it is slowed down

substantially. He added that pedestrian-oriented development and greater infrastructure capacity help to intensify development.

Joel Spoonheim addressed the Central Corridor land use planning and stated that significant transformation is already occurring along the Corridor with some of the lessons learned including:

1. We need to reinforce the message that "cities do change". Often, change is hard for residents to accept. Development that supports transit is not something that is new.
2. Density is not bad. There is a perception that dense developments are low-income, which is not true. "Density" needs to be redefined, as does "affordable". Many working people qualify for affordable housing. Education is a big part of the process.

Joel Spoonheim explained that the goals are to continue to improve and strengthen the Midway area; increase the volume and variety of housing types, prices and choices; largest tax base outside of downtown; increase number of jobs and tax base; create high quality of life including the streetscape.

Joel Spoonheim stated that the City is now in the process of continuing development, and focusing on key intersections at Snelling and Lexington. He commented that more dense development along University Avenue is under consideration by several developers to create jobs and housing.

Commissioner Haigh asked about the library planning at Lexington and University and how that impacts other projects. Martha Fuller noted that they met with Mayor Kelly about options; he is interested in exploring the intersection, yet there are challenges regarding land assembly. Commissioner Haigh noted that there is so much potential, but a portion will have to be tax exempt. She feels strongly it would have a great impact at that location. Commissioner Rettman pointed out that with the purchase of Lendways and the Old Belmont, there is a discussion about locating the police station with the library near Dale Street.

Commissioner Wiessner complimented the City for recognizing the importance of transit and asked if tax increment financing is available for a local match toward federal funds for Central Corridor? Martha Fuller indicated that there have been discussions with the Mayor; Central Corridor is the City's highest priority for the next transit investment. Martha stated that tax increment financing would probably not be the preferred mode because the shared objective is to protect the tax base. She commented that how the City will participate needs to be explored. Commissioner Wiessner asked that discussions continue with the City since the RCRRA will be making a funding decision soon.

Commissioner Rettman asked what the City is putting in for infrastructure, and are most transit oriented designs based on additional Tax Increment Financing (TIF's)? Martha Fuller explained that the mega-TIF does not pertain to any transit corridors, but is to allow the City to do mixed-use development, primarily housing. Martha stated that the City investment tends to not be largely in transit but along corridors specifically focused on housing and/or commercial development. She noted that they would be interested in exploring any funding streams that could make sense to commit to together. Commissioner Haigh noted that Livable Communities funds may be a source. Martha Fuller mentioned some dollars may be pulled back to deal with West Nile virus. Martha stated that the City and Met Council will fight to keep the existing funding.

Commissioner Bennett stated that the affordable living funding grants came from Mosquito Control in 1995 and were about \$8 million. He noted that the Senate amended a bill last week to take back \$4.5 million from the demonstration grants for the funding and the House is going to do the same thing to be used to fight West Nile virus.

Commissioner Rettman noted that her staff has been to most of Joel's meetings; he has done a good job of not raising false hopes. She noted that the neighborhoods are vibrant and want to remain intact, not become overwhelmed by businesses.

Chair Ortega asked Commissioner McDonough if the remaining agenda should be deferred until next week. Commissioner McDonough agreed.

Chair Ortega adjourned the meeting at 11:50 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Longhenry
Authorized Signature

4/8/03
Date

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

An update will be given at the meeting by John Choi.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 15, 2003

Board Date

Kristine A. Longhenry
Signature

April 8, 2003
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

4/8/03
Date

Board Action Requested

1) Authorize \$401,100 to match federal funds for Central Corridor transit work; 2) Authorize staff to submit grant request for federal funds in the amount of \$2,292,000 for Central Corridor transit work; and 3) Authorize staff to issue requests for proposals for Central Corridor transit work.

ACTION IS REQUESTED

Request Justification

See memorandum from K. DeSpiegelaere dated 4/8/03.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

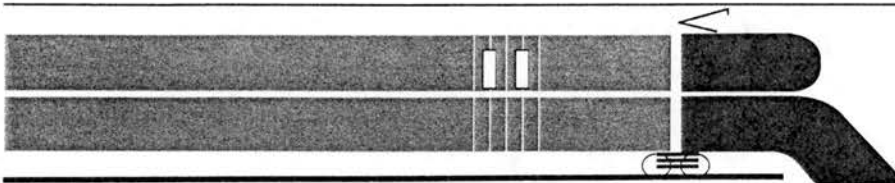
April 15, 2003

Board Date

Kristine A. Longhewy
Signature

April 8, 2003

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 *LD*

Subject: Central Corridor Next Steps

Date: April 8, 2003

Status:

The Central Corridor transit work is currently in the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) process. The draft document has been at the Federal Transit Administration for review since July 18. The next steps are:

- (1) Approval of Federal Transit Administration (FTA) to circulate the document for public review and comment
- (2) Public review and comment period on the document
- (3) Selection of the locally preferred alternative by the Central Corridor Coordinating Committee, Ramsey County Regional Railroad Authority and the Metropolitan Council
- (4) Submission of new starts criteria information to FTA and request to enter preliminary engineering by Metro Council
- (5) Permission to enter preliminary engineering by FTA
- (6) Contract for preliminary engineering initiated by Metro Council or Ramsey or Ramsey and Hennepin County Regional Railroad Authorities.



Goals:

We believe that your goals are to:

- (1) Use funding responsibly, for work that will benefit the Central Corridor and its users, residents and businesses.
- (2) Move the Central Corridor transit project forward.
- (3) Access all available sources of funding.

Therefore, an alternative plan has been developed that would meet these goals.

Alternative Plan:

Because of the length of time it is taking to gain approval from FTA to circulate the AA/DEIS, a work plan that would take approximately 15 months to complete and would not preclude selecting the locally preferred alternative and beginning preliminary engineering during that time has been developed. There is a risk of losing federal funds for the project if they are not accessed in a timely manner. This work will further develop issues of importance from the DEIS so that preliminary engineering can be conducted more quickly. The work plan is Attachment 1. It includes cultural resources, tunnel construction mitigation, construction and staging options, utility assessment, financial studies, operational studies, community outreach, station area planning and administration.

Funding sources:

As shown in Attachment 2, \$7,752,776 in federal funding is currently available for Central Corridor activities. The four categories of funds involved are: 2000 and 2001 Surface Transportation Program (STP) funds and 2000 and 2001 New Starts funds. These funds would require a total match of \$1,938,194. The match could be state, city, regional, county, or private funds or a combination of those sources. Funds not needed immediately should be retained for future use for preliminary engineering if the project advances.

Timeline:

The 2000 Federal STP funds (\$1,527,776) should be accessed before June 30, 2003. These funds are at the FTA, and were part of a previous transfer from the Federal Highway Administration. The process of making them available is that the Minnesota Department of Transportation applies to the Federal Transit Administration for the funds. This work plan uses these funds.

The 2001 Federal Surface Transportation Plan (STP) funds (\$4.5 million) need to be accessed before June 30, 2003. These funds are at the Federal Highway Administration.

The process of making them available is that the Metropolitan Council submits a grant application to FTA. The STP funds are then transferred by Mn/DOT from FHWA to FTA. The work plan would not be able to use all of these funds, but would use \$264,224 so that the transfer of the entire \$4.5 million block of funds to FTA is initiated.

The Federal New Starts funds for 2000 (\$500,000) need to be accessed before September 30, 2003. The process of making them available is that the Metropolitan Council applies to the Federal Transit Administration for the funds. This work plan uses these funds.

The Federal New Starts funds for 2001 (\$1,225,000) need to be accessed before September 30, 2003, or extended by Congressman Sabo for an additional year. We recognize the timeline for these funds, and are unable to develop a plan that accesses these funds at this time. The Metropolitan Council will request an extension from Congressman Sabo by September 1, 2003 if we are not yet at a point to apply for these funds for Central Corridor activities by that date.

An additional element of the timeline is that \$2.625 million in state funding available for nonfederal match was removed by the state. There are bills in the Legislature that would restore the \$2.625 million in state funds. However, the timeline for accessing the federal funds before June 30 requires that the Metropolitan Council apply for the funds by approximately April 30, 2003, to assure that the deadline is not missed. In order to apply, there needs to be a commitment to fund the match. The match for the attached work plan is \$573,000. These funds could come from state, regional, city, county, or private sources.

The proposal is that, for the purposes of the April 30, 2003, grant applications for \$2,292,000 in federal funds would be filed by the Minnesota Department of Transportation and the Metropolitan Council. Hennepin and Ramsey County Regional Railroad Authorities agree to fund the match if no state funds are available when they are needed for the project. The commitment will need to be made in the form of a resolution (Attachment 3) passed prior to the application being made. The allocation of the local match is 70% for Ramsey County and 30% for Hennepin County based on the percentage of the corridor in each county.

Federal Funds Source	Federal Funds Amount	Total Local Share	Hennepin Component	Ramsey Component	Total Project
2000 STP	\$1,527,776	\$381,944	\$114,583	\$267,361	\$1,909,720
2001 STP	\$264,224	\$66,056	\$19,817	\$46,239	\$330,280
2000 New Starts	\$500,000	\$125,000	\$37,500	\$87,500	\$625,000
Total	\$2,292,000	\$573,000	\$171,900	\$401,100	\$2,865,000

The Railroad Authority funding will count toward the overall percentage match of local funding for the project.

Next steps:

1. Authorize the staff of the Ramsey County Regional Railroad Authority to submit a request to the Minnesota Department of Transportation and the Metropolitan Council to access the federal grant funds for the Central Corridor. The request will include resolutions approved by both Hennepin and Ramsey County Regional Railroad Authorities agreeing to fund the match required for the project if no state or regional funds are forthcoming before April 30, 2003.
2. Authorize Ramsey County Regional Railroad Authority staff to issue requests for proposals for the work to be undertaken. We anticipate that three proposals will be issued for:
 - (a) cultural resources
 - (b) engineering and
 - (c) community outreach.

The process for the requests for proposals will be:

May:	RFP's approved for issuance by Ramsey County Regional Railroad Authority
June:	Proposals due
July:	Recommendation to Ramsey County Regional Railroad Authority on consultant and request for authorization to negotiate contracts
August:	Contracts approved by Ramsey County Regional Railroad Authority

Alternatives:

You may elect not to provide Rail Authority funding for this work. Unless some other source of funds is identified for the match, work on the Central Corridor would stop and the federal funds will no longer be available.

Recommendation:

Consider approval of the resolution attached. Funds for the match are proposed to be from Ramsey County Regional Railroad Authority's Undesignated CIP Account.

Central Corridor Design Work Plan March 24, 2003

1. Phase II Cultural Resources Work \$400,000

This task will conduct the required Phase II Cultural Resources analysis of the properties potentially impacted by the project. The 106 Phase I work was done as part of the Draft Environmental Impact Statement (DEIS). This task will include review of a potential historic district and thematic properties to finalize the properties to be included in the analysis. A review and update of the Phase I and II archaeological, historical, and historical architectural investigations of a portion of the corridor that was completed in 1995 will be included.

Deliverables: Inventory of structures in corridor
Contextual studies of corridor
Phase I report documenting determination of potential for eligibility – individual properties and historic districts
Phase II report documenting potential effect and adverse effect on cultural resources

2. Tunnel Construction Mitigation \$200,000

The project calls for a cut and cover tunnel approximately 1100 feet long in the University of Minnesota area. This area is very highly developed and supports a great deal of vehicle and pedestrian traffic. This task will analyze design and construction options to provide the best possible access during and after construction and provide a report on the subject to be used in preliminary engineering. The University and area businesses will be involved in the work.

Deliverables: Technical report documenting tunnel construction options, their advantages and disadvantages, their costs and their potential impacts
Conceptual design drawings addressing issues related to pedestrian circulation, pedestrian/vehicular conflict, and integration of station with surrounding land uses

3. Construction/Staging Options \$800,000

Much of the alignment is on old streetcar right-of-way. The condition of the track bed and utility locations may allow for significant economies. This task will include "potholing" in approximately six locations; an assessment of alternative construction methods that might reduce project costs; and an analysis and recommendation on the use

of the design-build construction method for the project. Potential construction staging scenarios will be developed that can be discussed with the business community to minimize impacts.

Deliverables: Technical report documenting the results of "potholing" to determine potential condition of old streetcar track bed and utility locations.
Technical report documenting research into alternative construction methods, including cost and schedule implications and recommendations on the use of design-build
Technical report documenting research into alternative construction staging scenarios, including cost and schedule implications

4. Utilities

\$200,000

This task will provide a detailed assessment of utilities along the alignment. The extensive District Heating system in downtown St. Paul is of particular interest. Working with District Energy, a consultant will develop an approach to deal with potential conflicts during and after construction. The task will include drawings of utility locations as currently known.

Deliverables: Plan view drawings documenting the location of existing utilities.
Technical report documenting construction issues and recommendations related to utility relocations. Report to include a recommended approach for managing potential conflicts with the District Energy heating system during construction.

5. Financial Studies

\$300,000

- Cost/Funding Plan
- Economic Impact Analysis
- Return on Investment Analysis
- New Starts Criteria

This task includes an evaluation of the transportation costs and benefits of the project, including other alternatives. The intent is to go beyond the DEIS process to develop a readily understandable analysis of the financial impacts of the project. It will also assess the impacts of the project on the local and regional economy. It includes a report on each subject area as well as preparation of the New Starts Criteria information.

Deliverables: Documentation of a detailed assessment of the benefits and costs of project alternatives, including an estimated benefit-cost ratio and an estimated return on investment.
Report documenting research on the potential economic impact of the proposed project including short-term economic impacts during construction and long-term economic benefits.

Documentation of estimated project costs and a funding plan to provide adequate revenues for construction and operation.
Sections of the New Starts Application related to cost, funding and financial feasibility.

6. Operations Issues

\$250,000

- 5th Street (Hiawatha, Central, Northwest BRT)
- Analysis of Grade Separation Needs

This task would include evaluation of the joint operational characteristics for Central and Hiawatha LRT in downtown Minneapolis. This would include an assessment of the highest LRT frequencies that could be operated while maintaining adequate cross traffic. It would also include an evaluation of the impacts of operating the Northwest busway on the same right-of-way and the need for grade separation at Snelling Avenue. A report would be prepared describing the issues and recommending specific alternatives to be carried into preliminary engineering.

Deliverables: Report documenting an operations assessment of joint use of LRT alignments in downtown Minneapolis, including rail and BRT operations, cross-street traffic operations impacts, and associated impacts.
Report documenting the costs and benefits of grade separating the LRT or BRT line at Snelling Avenue, including design recommendations.

7. Community Outreach

\$200,000

This task will continue to involve stakeholders in project planning and design. Particular effort will be focused on reaching the diverse neighborhoods along the corridor. Visuals will be prepared to demonstrate the engineering issues.

Deliverables: Collateral materials for information dissemination about the project.
Visual aids to demonstrate engineering issues at public meetings
Meeting agendas and meeting notes
Mailing lists, correspondence and other materials needed to maintain an effective outreach program

8. Station Area Planning Activities

\$200,000

Station area planning is already underway at two stations. This task will continue and broaden that work to other stations in cooperation with the City and Metropolitan Council.

Deliverables: Conceptual master plan drawings for two additional station areas.
Two reports documenting the two station area plans.

9. Administrative Costs

\$315,000

Administrative support will be required for consultant selection, contract administration, public involvement, work product review, and other project administration functions.

Deliverables: Requests for Proposals
Consultant Contract Documents
Periodic progress reports
Agendas, meeting notes, correspondence and other administrative
documentation as needed

Total

\$2,865,000

Available Federal Funding
March 26, 2003

Federal Funding Source	Federal Amount	Local Share Required	Date by Which Grant Funds Must be Accessed	Amount Proposed for Current Use	Current Local Share Required
2000 STP	\$1,527,776	\$381,944	June 30, 2003	\$1,527,776	\$381,944
2001 STP	\$4,500,000	\$1,125,000	June 30, 2003	\$264,224	\$66,056
2000 New Starts	\$500,000	\$125,000	September 30, 2003	\$500,000	\$125,000
2001 New Starts	\$1,225,000	\$306,250	September 30, 2003	\$0	\$0
Total	\$7,752,776	\$1,938,194		\$2,292,000	\$573,000

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 1 of 3)

WHEREAS, The Ramsey County Regional Railroad Authority is completing an Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor in Ramsey and Hennepin Counties; and

WHEREAS, A locally preferred alternative for the corridor is expected to be selected during 2003 after public hearings on the Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, Issues have been identified during the analysis that require further engineering and design activity; and

WHEREAS, Federal funding in the amount of \$2,292,000 is available to conduct this work; and

WHEREAS, These funds require a \$573,000 local match to be made up of Hennepin and Ramsey County funds proportionate to their share of the corridor; Now Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority agrees to provide up to \$401,100 to match federal funds of \$2,292,000

Federal Funds Source	Federal Funds Amount
2000 STP	\$1,527,776
2001 STP	\$264,224
2000 New Starts	\$500,000
Total	\$2,292,000

and Hennepin County funds of \$171,900 for Central Corridor work that includes design, engineering, financial, and community involvement activities under the following conditions; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority funding is provided contingent on the Hennepin County commitment for their share of the local funding; and Be It Further

10

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 2 of 3)

RESOLVED, That the Ramsey County Regional Railroad Authority funding is provided contingent on the Minnesota Department of Transportation's written commitment in 2003 that the full \$4.5 million in STP federal funding will be available for the Central Corridor transit project when requested by Ramsey County Regional Railroad Authority; and Be It Further

RESOLVED, That the Metropolitan Council agrees that the match for the Central work provided by Ramsey and Hennepin County Regional Railroad Authorities will count as part of the local share for the Central Corridor transit project; and Be It Further

RESOLVED, That if state funds are received that could be used for the Central Corridor transit work that they will be apportioned to compensate Ramsey and Hennepin County Regional Railroad Authorities in the same percentages as these contributions (70%/30%); and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority approves the following budget adjustment of \$2,865,000:

INCREASE ESTIMATED REVENUE

<u>Org. #</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150180	P121004	442322	Undesignated	
			CIP Account	\$ 401,100
150180	G205005	314103	Hennepin Share	\$ 171,900
150180	G205005	314306	Federal Share	<u>\$2,292,000</u>
				\$2,865,000

INCREASE APPROPRIATION

<u>Org. #</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150180	G205005	421501	Consulting Services	\$2,550,000
150180	G205005	421511	County Project	
			Mgmt. Serv.	<u>\$ 315,000</u>
				\$2,865,000

RESOLVED, That staff of the Ramsey County Regional Railroad Authority is authorized to submit the grant request with the Minnesota Department of Transportation and the Metropolitan Council for funding; and Be It Further

RESOLVED, That staff is authorized to issue requests for proposals for the transit work for the Central Corridor.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 3 of 3)

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

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

April 10, 2003

Date

Board Action Requested

Authorize match of \$168,750 for Red
Rock Corridor Alternatives
Analysis/Draft Environmental Impact
Statement

ACTION IS REQUESTED

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere dated 4/8/03
 2. Proposed resolution

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

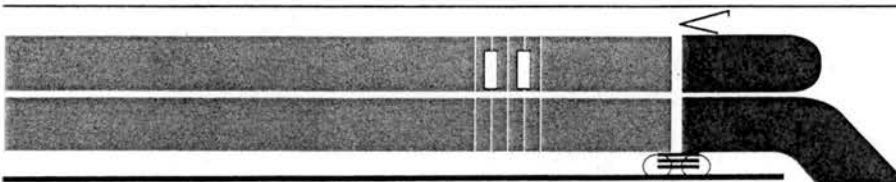
April 15, 2003

Board Date

Kristine A. Longhurry
Signature

April 10, 2003

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 *KD*

Subject: Red Rock Corridor Matching Funds

Date: April 8, 2003

Ramsey County Regional Railroad Authority (RCRRA) is being requested to provide \$168,750 in funds for the Red Rock Corridor Alternatives Analysis/Draft Environmental Impact Statement.

The RCRRA funds would match \$1.8 million in federal new starts funds, \$45,000 in Dakota County funds, \$157,500 in Washington County funds and \$78,750 in Hennepin County funds. The funding percentages were previously agreed to by Commissioners of the Red Rock and Central Corridors.

There is a bill in the Legislature that would provide the local match to the federal funds for the Red Rock Corridor.

The RCRRA funding would not be needed if state funding is received to match the Red Rock federal funds.

Recommendation:

A resolution is attached for your consideration.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 1 of 2)

WHEREAS, The Red Rock Corridor is a 30-mile transportation corridor from Hastings to Minneapolis being roughly parallel to Trunk Highway 61 (T.H. 61), Interstate 94 (I-94) and the Burlington Northern Santa Fe (BNSF) and Canadian Pacific (CP) rail lines, traversing the Counties of Dakota, Washington, Ramsey, and Hennepin; and

WHEREAS, The Metro Transitways Development Board (MTDB), made up of the seven metropolitan county regional railroad authorities, has secured federal funding for the Red Rock, Northstar, and Central Corridors through the FY 2000 and FY 2001 Twin Cities Transitways Grants administered through the Federal Transit Administration (FTA); and

WHEREAS, The Minnesota Department of Transportation (Mn/DOT) is the agency responsible for commuter rail implementation in Minnesota and the Metropolitan Council (Met Council) is responsible for transit implementation within the seven county metropolitan area; and

WHEREAS, Mn/DOT, Met Council, and the MTDB have agreed on splitting the federal funds amongst the three corridors; and

WHEREAS, The Red Rock Corridor is to receive an amount not to exceed \$1.8 million in FTA funds to be matched with local funds of 20% of the total project cost, or \$450,000 for the completion of an Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, Mn/DOT and Met Council are unable to provide the necessary \$450,000 in local funding; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority agrees to fund \$168,750 or 37.5% of the \$450,000, if no state funding is appropriated by the 2003 legislature; and Be It Further

RESOLVED, That this funding is contingent upon similar resolutions being passed by Dakota County Regional Railroad Authority (DCRRA), Washington County Regional Railroad Authority (WCRRA), and Hennepin County Regional Railroad Authority (HCRRA) in the amounts of \$45,000 or 10%, \$157,500 or 35%, and \$78,750 or 17.5% respectively; and Be It Further

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 2 of 2)

RESOLVED, That the Ramsey County Regional Railroad Authority approves the following budget adjustment of \$168,750:

DECREASE APPROPRIATION

<u>Org. #</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150180	P121004	442322	Undesignated CIP Account	\$168,750

INCREASE APPROPRIATION

<u>Org.#</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150111		425102	Subsidies to Other Entities	\$168,750

RESOLVED, That the \$168,750 in RCRRA funds will be provided to the Red Rock Corridor Commissioner for their use in entering into a grant contract with Mn/DOT.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

4/8/03
Date

Board Action Requested

Authorize RCRRA Chair to approve amended permit exhibit for PNE 087 with the City of St. Paul on RCRRA property east of Payne Avenue and south of Whittall Avenue.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere dated 4/3/03
3. Letter from City of St. Paul dated 3/31/03, with proposed revised exhibit
4. Permit PNE 087 with old exhibit

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 15, 2003

Board Date

Kristine A. Longherry
Signature

April 18, 2003
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992;

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, the Ramsey County Regional Railroad Authority approved Permit Number PNE 087 to the City of St. Paul to access RCRRA property east of Payne Avenue and south of Whittall Avenue to haul crushed concrete from the Stroh's grain elevator demolition for construction of the Phalen Boulevard from I-35E to Payne Avenue; and

WHEREAS, the permit exhibit must be changed to reflect the location that the City of St. Paul will access RCRRA property; Now Therefore Be It

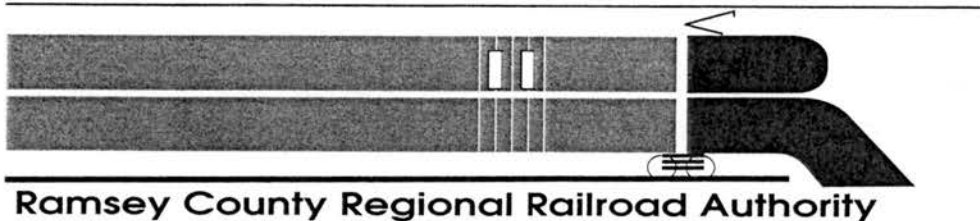
RESOLVED, that the Ramsey County Regional Railroad Authority Chair is authorized to approve the amended permit exhibit for PNE 087 with the City of St. Paul for access to RCRRA property east of Payne Avenue and south of Whittall Avenue in St. Paul.

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



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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners

From: Kathryn DeSpiegelaere, Director

Subject: Permit for use of RCRRA property east of Payne and south of Whittall Avenue

Date: April 3, 2003

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 RCRRA approved a permit to the City of St. Paul to temporarily use RCRRA right of way in 2003 for construction of Phalen Boulevard between I-35E and Payne Avenue. The City opened bids on the construction project and the low bidder, Forest Lake Contracting, has proposed using an alternate location to access RCRRA right of way. The original permit exhibit proposed accessing west of RCRRA right of way to construct the road haul. The proposed amended exhibit would instead use the same access off of Arcade Street which was used for demolition of the grain elevators on the site. Again, construction will not adversely affect the RCRRA from using the right of way for transit or trail purposes. The trail will remain open and proper warning signing will be installed. In addition, if the trail is damaged during the hauling process, the City will restore it after hauling is complete.

Recommendation:

I am requesting that you authorize the RCRRA Chair to approve the amended permit exhibit for PNE 087 with the City of St. Paul on RCRRA property east of Payne Avenue and south of Whittall Avenue.

Attachments



CITY OF SAINT PAUL

Randy C. Kelly, Mayor

Larry Lueth, Construction Engineer

25 W. Fourth Street

900 City Hall Annex

Saint Paul, MN 55102-1660

Telephone: 651-266-6080

Facsimile: 651-292-6315

March 31, 2003

Ms. Alicia Vap

Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Boulevard
Saint Paul, Minnesota 55102

RE: RCRRA Permit PNE 87

Dear Ms. Vap;

We have opened bids for the Phalen Boulevard project. The low bidder, Forest Lake Contracting, has proposed using an alternate location to access the crushed concrete on the Stroh's site. They are proposing to use the same access off of Arcade Street which was used for demolition of the grain elevators on the site.

I request that the permit be revised or amended to show the new crossing location. The language of the permit can remain as is. Only the exhibit need be revised. Enclosed is the new exhibit.

If you have any further questions, you can call me at 651-266-6118.

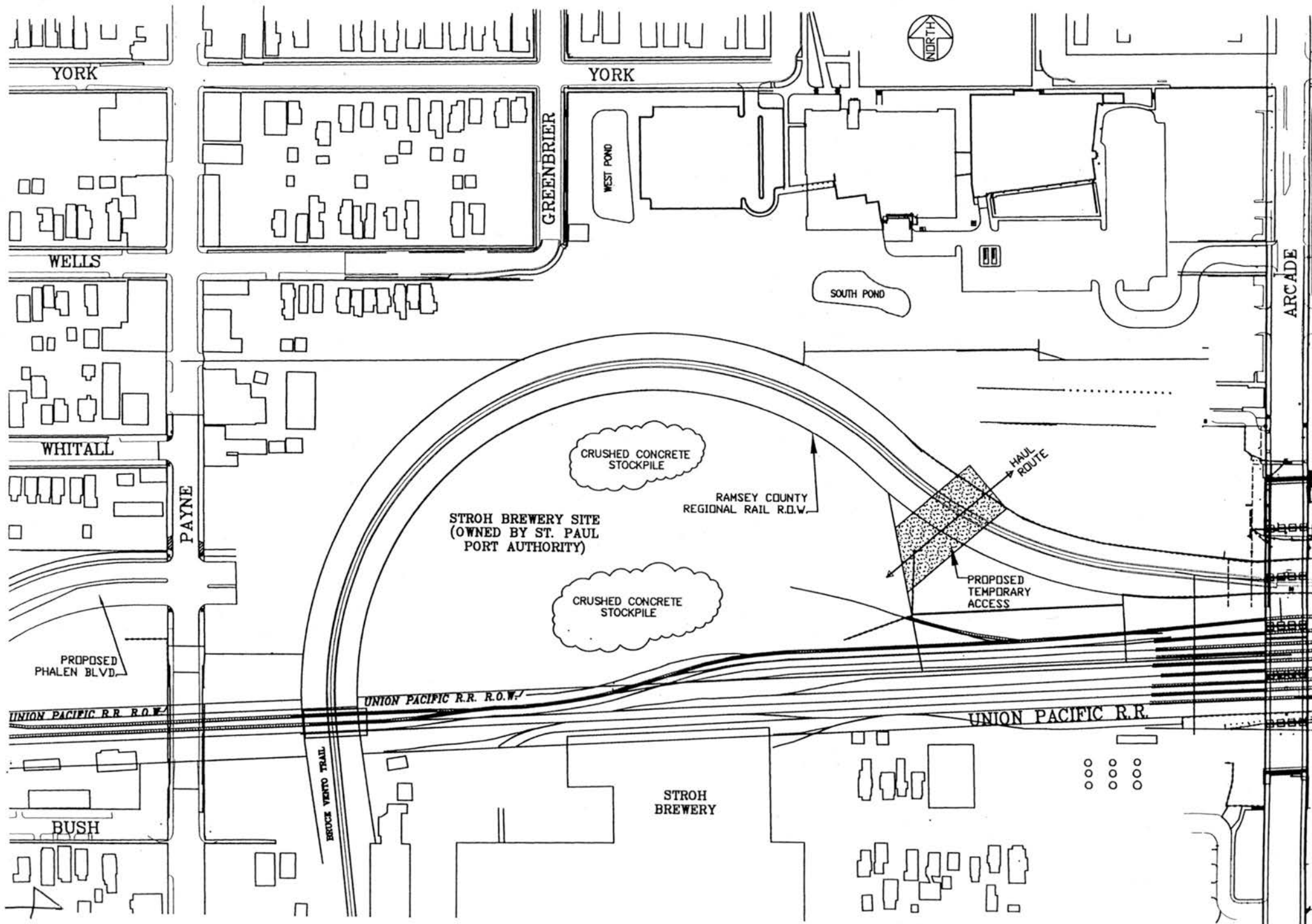
Sincerely,

Paul St. Martin
Civil Engineer IV

PSM:bk

Attachment

c: Ed Hally



PERMIT

This permit, made this 21st day of January, 2003, is by and between Ramsey County Regional Railroad Authority (hereinafter referred to as "RCRRA") and the City of St. Paul (hereinafter the "City").

Recitals

1. RCRRA is a public body, corporate and politic, which owns certain real estate located in Saint Paul, Minnesota, which property was formerly the right-of-way for a Burlington Northern railroad line which is presently being temporarily used as a trail/bicycle path.
2. The Port Authority of the City of Saint Paul (herinafter the "Port Authority") has acquired certain property which lies immediately adjacent and to the south of property owned by RCRRA, upon which property is currently located crushed concrete from a former malting plant. The Port Authority's property does not have access to a public street.
3. The City will be constructing the Phalen Boulevard between I-35E and Payne Avenue beginning in 2003. As part of this project, the City will be using the crushed concrete from the former malting plant on the Port Authority's property. The City will use the crushed concrete as base course for under the Phalen Boulevard. In order to provide for access from the Port Authority's property to the City's construction project, the RCRRA and the City desire to enter into this agreement to permit and provide a temporary roadway license to run from RCRRA to the Port Authority.

It is agreed as follows:

- (1) RCRRA will permit the City and its contractors and agents to enter upon the designated property owned by RCRRA during the course of the City's construction project, as well as to provide a means of ingress and egress to such property, and for no other purpose, in accordance with the terms and conditions set forth below.
- (2) This Permit will commence on the date of acceptance by the City of the terms and conditions specified herein, and shall continue in force until December 31, 2003. The land covered by this Permit is that portion of the RCRRA Northeast Corridor Right-of-Way as shown and marked on the attached Exhibit "A" as "proposed temporary access", which Exhibit "A" is hereby made a part of this Permit (hereinafter the "Premised").
- (3) The City and its contractors and agents may use the Premises for access to the Port Authority's property during the course of construction of Phalen Boulevard to access crushed concrete. The Premises is not to be used for the

storage of construction related material and no vehicles are to be parked upon the Premises.

(4) The City and its contractors and agents will conduct their activities in a manner that minimizes any disturbance to the Premises, and agree to restore and repair any disturbed areas created by the use of the Premises, to a condition that is reasonably acceptable to the RCRRA.

(5) The RCRRA will incur no expense whatsoever as a result of issuing this Permit.

(6) This Permit shall not be assigned without the prior written consent of the RCRRA.

(7) Because of the current temporary use of the Premises as a trail/bicycle path, the City shall instruct its contractors and agents to take all necessary and appropriate measures to safeguard persons using the trail/bicycle path, including proper warning signs. The City and its contractors and agents shall not erect any permanent or temporary fencing or other barriers, which would prevent the continued, reasonable use of the Premises as a trail/bicycle path. If the City and its contractors and agents cause damage to the trail/bicycle path, the City is responsible for necessary repairs for its restoration.

(8) The City shall protect, indemnify, and hold harmless RCRRA, its commissioners, employees, and agents from and against any and all cost, expense, liability, loss, or claim resulting from death, personal injury, or property loss or damage arising out of, connected with, or caused by activities conducted on the Premises under this Permit.

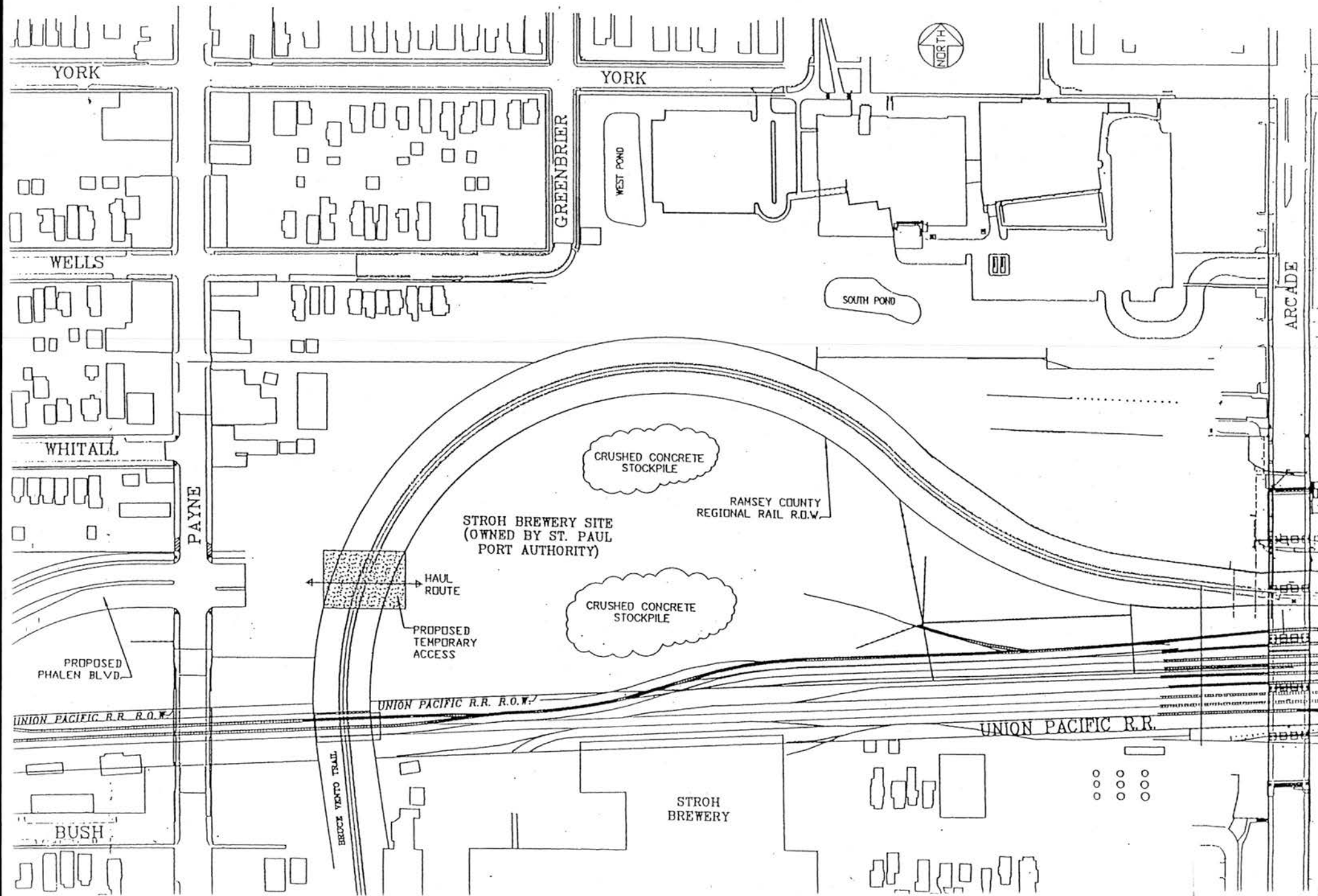
(9) Prior to entry onto the Premises, the City (or its contractors) will provide RCRRA with evidence of Comprehensive Liability Insurance coverage to a limit not less than \$1 million Combined Single Limit (CSL) bodily and personal injury and property damage, including contractual liability, which policies will name RCRRA as an additional insured. No use of the Premises for the purposes above stated shall be commenced until evidence of insurance has been received and approved by the Ramsey County Risk Manager. Nothing in this Permit shall constitute or in any way be construed as a waiver by RCRRA of any and all statutory limits or exceptions to liability.

(10) The Agreement may be cancelled:

A. With Cause. The RCRRA shall have the right to cancel and terminate this license upon three days written notice to the City if in the opinion of the RCRRA the City or any of its employees or contractors, sub. Contractors, or other agents has violated any of the terms of this permit, or if the activities of the City or its contractors became a hazard to jeopardized the safety of users of the trail/bicycle path. The RCRRA shall specify in its notice the act or acts of failures to act by the City or its contractors, which in the opinion of the RCRRA, constitute a

EXHIBIT "A"

(Drawing of area, showing the Premises)





470 Pillsbury Center
200 South Sixth Street
Minneapolis MN 55402
(612) 337-9300 telephone
(612) 337-9310 fax
<http://www.kennedy-graven.com>

JOHN J. CHOI
Attorney at Law
Direct Dial (612) 337-9208
Email: jchoi@kennedy-graven.com

To: Ramsey County Regional Railroad Authority
From: John Choi
Re: Status of Specific Bills or Topics of Interest
Date: April 15, 2003

1. **Central Corridor Bonding Request**

Specific Funding Request of \$2.65M

HF271 (Hausman, Hornstein, Entenza, Abeler, Tingelstad)
SF249 (Moua, Anderson, Dibble, Skoglund, Johnson, D.E.)

Request to Restore Governor Ventura's Vetoed Funding of \$1M

SF2 (Langseth, Hottinger, Higgins, Larson, Pappas)
HF100 (Hausman, Marquart, Kelliher, Lieder, Entenza)

2. **Central Corridor Re-authorization and Appropriation Request**

Specific Funding Request of \$2.65M

SF1181 (Moua, Pappas, Annderson, Cohen, Dibble)
HF1281 (Hausman, Hornstein, Abeler, Tingelstad, Entenza)

3. **Rush Line Bonding Request**

Specific Funding Request of \$1M

HF481 (Meslow, Lesch, Johnson, S., Nelson, P., Wasiluk, Abeler, Greiling, Vanderveer)
SF619 (Lourey, Wiger, Moua, Pappas, Johnson, D.E.)

4. **Red Rock Corridor Bonding Request**

Specific Funding Request of \$1M.

SF1424 (Marko, Murphy)
HF1473 (McNamara, Sieben, Johnson, S., Slawik, Mariani)

5. Temporary Park and Ride Transit Funding for I35 and 694 Construction

No Specific Legislative Request at This Time. MnDOT Prohibition of using highway dollars for temporary park and ride facilities and transit operations set to expire on June 30, 2003.

RCRRA will work with Senator Mady Reiter, MnDOT and Metropolitan Council to establish appropriate temporary transit service in construction area when appropriate.

6. Abolishment of Regional Rail Authorities

Senate Bill Defeated. House bill set for hearing in Tax Committee on Wednesday, April 16.

SF686 (Reiter, Bachman, LeClair, McGinn)
HF688 (Kirinkie, Holberg, Seagren, Kuisle, Walz)

7. Union Depot Bonding Request

No bill introduced at this time. Bill will be introduced in 2004, during normal bonding cycle.

8. Northstar Commuter Rail Bonding Request

Specific Funding Request of \$123.3M. Senate Bonding Bill includes \$10M in funding.

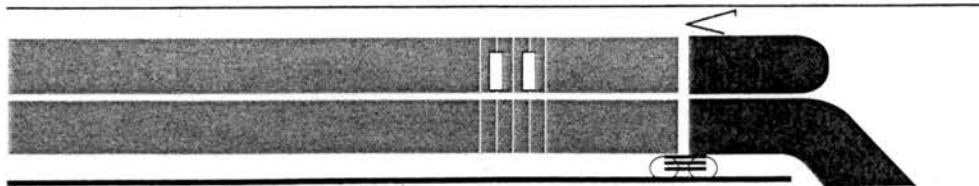
SF27 (Betzold, Kleis, Johnson, D.E., Jungbauer, Foley)
HF1233 (Tinglestad, Hausman, Opatz, Abeler, Severson, et al.)

9. Hiawatha Operating Costs

Governor proposed 40% state and 60% local share of operating costs. House Transportation plan expected to mirror Governor's plan. Senate plan unknown at this time.

10. Transportation/Transit Funding Plans

House and Senate currently are deliberating various plans.



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

April 22, 2003

Immediately following Housing and Redevelopment Authority Meeting

Third Floor Council Chambers Courthouse

1. Legislative update
2. Central Corridor update
3. * Authorize staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000 for Union Depot Technical Analysis

* Action is requested

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

April 17, 2003
Date

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 22, 2003

Board Date

Kristine A. Longhenry
Signature

April 17, 2003
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

April 17, 2003

Date

Board Action Requested

Central Corridor update

DISCUSSION ONLY

Request Justification

Information on Central Corridor status will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 22, 2003

Board Date

Kristine A. Longhenry

Signature

April 17, 2003

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

April 17, 2003

Date

Board Action Requested

Authorize staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000 for Union Depot Technical Analysis.

ACTION IS REQUESTED

Request Justification

- See attached information:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere dated 4/17/03

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 22, 2003

Board Date

Kristine A. Longhenny
Signature

April 17, 2003
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority has issued a request for proposals for consultant services for the technical analysis of Union Depot; and

WHEREAS, A group of seven staff evaluated the proposals and unanimously recommended that LTK Engineering Services be selected as the consulting firm to complete the analysis; and

WHEREAS, LOCATE Task Force met on April 21, 2003 and concurred in that recommendation; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the following budget adjustment of \$100,000:

DECREASE APPROPRIATION

<u>Org. #</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150180	P121004	442322	Undesignated CIP Account	\$100,000

INCREASE APPROPRIATION

<u>Org.#</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150112		425101	Consulting Services	\$100,000

and Be It Further

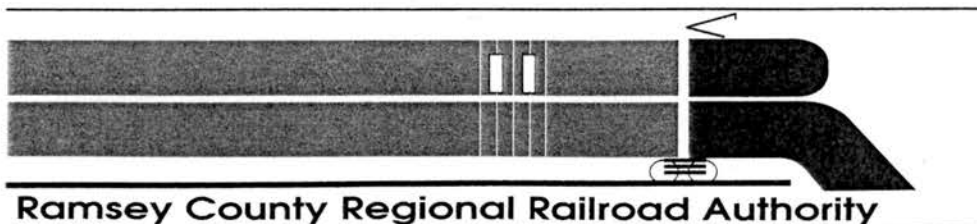
RESOLVED, That Ramsey County Regional Railroad Authority authorizes its staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000.

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 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

SUBJECT: April 17, 2003

DATE: Union Depot Request for Proposals Selection Recommendation

The Ramsey County Regional Railroad Authority (RCRRA) issued a Request for Proposals (RFP) for Union Depot technical analysis on February 18 with a deadline of March 17 for receipt of proposals. Two proposals were submitted, a proposal led by LTK and a proposal led by HGA. The proposal led by LTK was recommended to the LOCATE Task Force unanimously by the Selection Committee. The LOCATE Task Force is making its recommendation on April 21.

Selection Committee

Members of the selection committee were:

- Tim Griffin, St. Paul Design Center
- Sam Khan, MnDOT
- Kathy DeSpiegelaere, RCRRA
- Alicia Vap, RCRRA
- Allen Lovejoy, City of St. Paul
- Scott Thompson, Metro Transit
- Jolly Mangine, Ramsey County

The Selection Committee met March 24 to discuss the evaluations of the proposals. The committee recommends the LTK proposal because of the strong freight rail experience of LTK and the national-level experience of LTK and its subcontractors that would be beneficial for moving to implementation of the multimodal hub in downtown St. Paul.

LTK Proposal Specifics

The LTK proposal includes several sub-consultants. The following summarizes the firms and project responsibilities of each firm:

- LTK Engineering Services—prime consultant to provide overall consultant management and transit operations expertise
- Zimmer Gunsul Frasca Partnership—architect with strong rail terminal experience
- Bloom Consultants, LLC—assist with structural engineering
- Nancy Whelan Consulting—provide financial and economic development support
- Richardson, Richter & Associates, Inc.—assist with institutional analysis and LOCATE Task Force coordination

The use of specific subcontractors and their roles will be subject to discussion and negotiation during development of a contract. It is possible that some subcontractors may be eliminated and others may be added during the negotiation process.

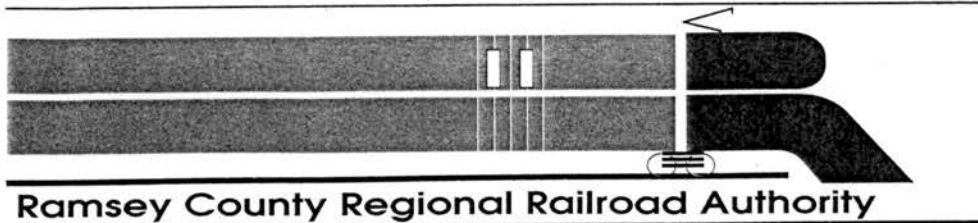
Tom Matoff, LTK, will serve as the Project Manager. The maximum contract amount is \$100,000.

Next Steps

The next step in the process is to refer the staff recommendation to the LOCATE Task Force. The LOCATE Task Force recommendation will then be made to the Ramsey County Regional Railroad Authority for its approval. Once negotiations are completed, the contract would be considered by the RCRRA for its approval. It is anticipated that the consultant would be under contract in May or June.

Recommendation

Authorize a budget adjustment of \$100,000 from Undesignated Capital Improvement Account to Union Depot Consulting Services Account to finance the contract and authorize staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000. The contract will then be returned to RCRRA for approval.



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

May 6, 2003

Immediately following Housing and Redevelopment Authority Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from April 15, 2003 RCRRA meeting and April 22, 2003 RCRRA meeting
2. * Legislative update
3. Central Corridor update
4. * Authorize staff to submit grant request to Mn/DOT to amend Grant No. 63955 to add bus shelters, lighting and benches for additional locations along the Riverview Corridor at no cost to Ramsey County Regional Railroad Authority
5. * Ratify Partial Payment No. 8 in the amount of \$51,652.40 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending March 31, 2003

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, April 15, 2003, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Jim McDonough
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner
Commissioner Susan Haigh (arrived at 1:50 p.m.)

MEMBERS ABSENT: Commissioner Tony Bennett

OTHERS PRESENT: Kathy DeSpiegelaere, Steve Morris, Alicia Vap, Kris Longhenry, John Choi, Mat Hollinshead, Paul Kirkwold

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

1. Approve minutes from March 25, 2003 RCRRA Meeting

Motion was made by Commissioner Wiessner, seconded by Commissioner McDonough to approve the minutes from the April 1, 2003 RCRRA Meeting.

Roll call vote was taken:

Ayes – 5, Nays – 0
Motion accepted.

5. Authorize RCRRA Chair to approve amended permit exhibit for PNE 087 with the City of St. Paul on RCRRA property east of Payne Avenue and south of Whitall Avenue

Motion was made by Commissioner McDonough, seconded by Commissioner Wiessner to authorize RCRRA Chair to approve amended permit exhibit for PNE 087 with the City of St. Paul on RCRRA property east of Payne Avenue and south of Whitall Avenue.

Roll call vote was taken:

Ayes – 5, Nays – 0
Motion accepted.

3. 1) Authorize \$401,100 to match federal funds for Central Corridor transit work; 2) Authorize staff to submit grant request for federal funds in the amount of \$2,292,000 for Central Corridor transit work; and 3) Authorize staff to issue requests for proposals for Central Corridor transit work

(Commissioner Haigh arrived at this time)

Kathy DeSpiegelaere summarized that this item would allow the RCRRA, before Preliminary Engineering begins, to do several items of work that would be helpful for the next phases, such as Cultural Resources, tunnel construction mitigation, construction staging options, utilities, financial studies, operating issues, community outreach, station area planning. Kathy noted that the packet included descriptions of the work tasks. She stated that federal funds need to be accessed by June 30th; a grant application needs to be in by April 30th. She commented that Hennepin County Regional Rail Authority will consider this request next week.

Commissioner Rettman noted part of what the plan does is a duplicative process; if we go through the FTA process we won't have to do dual staging, some of the work would not need to be done, depending on the alternative selected. She asked if the State committed the needed dollars and also if it is setting a precedent

for a much higher level of participation on the part of Ramsey County taxpayers without any assurance we will get repaid from other funding sources. Commissioner Haigh responded that \$10.6 million is required to move into the next phase, Preliminary Engineering and eight million of that is already allocated from federal funds for the project. Commissioner Haigh stated that a combination of state and local dollars of 2.6 million is needed to match and these funds would advance the project to the next phase. She commented that only a small share of the \$10.6 million is coming from local property tax, \$573,000, which counts toward the County's local share of 10% for capital. She noted that interest from the new Chair of the Metropolitan Council is encouraging, and they are in conversation with Mn/DOT about committing funds. Commissioner Haigh added that she continues to seek a contribution from the State Legislature and commented that it is a common sense approach to continue to move the project forward to the next phase while waiting for the Federal Transit Administration to release the Alternatives Analysis/Draft Environmental Impact Statement report.

Kathy DeSpiegelaere stated that there is an unwritten expectation for rail projects that there be a 10% local commitment on capital costs and noted that the resolution contains a clause stating that the Metropolitan Council would agree that the match will count as part of the local share. Commissioner Rettman commented that the resolution is our language, and could be changed; dollars can be committed and then taken away. Kathy agreed that there is no absolute guarantee.

Kathy DeSpiegelaere noted there have been discussions with the state about funding and RCRRA funds would be contingent upon a written commitment from Mn/DOT that their \$4.5 million in STP funding will be available for the Central Corridor.

Kathy DeSpiegelaere addressed the concern that this is a duplicative process: if the locally preferred alternative was first selected, work would not need to be done on both LRT and BRT. She noted that Cultural Resources work would be necessary for either alternative. Kathy asked Steve Morris if the tunnel construction mitigation work would be required for both. Steve noted it is mainly related to LRT, but construction-staging issues would be related to both modes, and so the work would be required for both. Steve Morris stated that utilities are a larger issue with LRT, but some would be required for BRT as well. He commented that financial studies, operational issues, community outreach and station area planning are all required for both modes. He added that the work program was developed over several months; there have been many iterations and staff from the Hiawatha project have been consulted in an attempt create an accurate and timely plan for Preliminary Engineering.

Commissioner Rettman asked if there is an assumption that there will be stations, regardless of the alternative. Steve Morris responded that along University Avenue, although stations will be shorter if BRT is the selected alternative, they will have similar amenities. Commissioner Rettman noted that therefore the work is duplicative. Steve explained that most issues are in the area of parking and pedestrian access, therefore, the work will have to be done regardless of the option.

Commissioner Wiessner shares some of Commissioner Rettman's concerns, primarily that the RCRRA can't afford to do the project alone. She stated that State involvement is critical and we need a commitment from the Commissioner of Transportation, and a time frame. Commissioner Reinhardt said the resolution is stating that the project is a priority corridor and the funds need to be released and the resolution language covers the Board to a large extent. She added that the language safeguards us; the project won't move forward until we have a commitment for those funds.

Chair Ortega noted that it would be ideal for the State to run parallel with us, if there would be an agreement from both sides. He stated that many of these funds are already there and have been allocated once before, but we want to be sure we have those resources to move forward to the next stage, which is necessary regardless of the preferred alternative. He added that this is an attempt to retain the dollars that were allocated to the project.

Commissioner Haigh stated that the resolution language is strong; she feels confident that we are close to having a written commitment for the \$4.5 million. She agrees that it is critical to have the State as a partner.

Commissioner Rettman clarified that no RCRRA dollars will be spent until there is a written commitment of the \$4.5 million. Kathy DeSpiegelaere stated that was the intent of the resolution language. Commissioner

Rettman asked if the RFP's would come to the RCRRA before staff issued them. Kathy explained that if the RCRRA requests RFP's come back, staff will do that. Commissioner Rettman noted that she would like to do that, since none of the money can be spent until we have a written commitment. Chair Ortega explained that there are deadlines approaching for the federal government, and trying to attain all funds possible. He stated that it is important to keep the big picture in terms of transit, to plan for the future on behalf of the taxpayers; he is protecting the Ramsey County taxpayers too.

Commissioner Haigh will not support adding language requesting RCRRA reviews the RFP's before staff issues them, because the proposals themselves will come back anyway. Chair Ortega asked what, if any, expenditure there is for the RFP process. Kathy DeSpiegelaere explained it is basically Steve Morris' time. Chair Ortega noted that the expense for his time is already covered. Kathy clarified that the RFP's would include more detailed information about the workplan, and general contract language. She stated that the proposals, once received, would come back to the Board for authorization to negotiate a contract, and then finally for contract approval. Chair Ortega noted there would be no contract without the funds.

Commissioner Wiessner requested a language change for the second "resolved" clause; the RCRRA makes approval contingent on Metropolitan Council's agreement.

Motion by Commissioner Haigh, seconded by Commissioner McDonough to 1) Authorize \$401,100 to match federal funds for Central Corridor transit work; 2) Authorize staff to submit grant request for federal funds in the amount of \$2,292,000 for Central Corridor transit work; and 3) Authorize staff to issue requests for proposals for Central Corridor transit work. This motion also includes the amendment requested by Commissioner Wiessner to change the language in the second "resolved" clause that the RCRRA makes approval contingent on Metropolitan Council's agreement.

Roll call vote was taken:

Ayes – 5, Nays – 1
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority is completing an Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor in Ramsey and Hennepin Counties; and

WHEREAS, A locally preferred alternative for the corridor is expected to be selected during 2003 after public hearings on the Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, Issues have been identified during the analysis that require further engineering and design activity; and

WHEREAS, Federal funding in the amount of \$2,292,000 is available to conduct this work; and

WHEREAS, These funds require a \$573,000 local match to be made up of Hennepin and Ramsey County funds proportionate to their share of the corridor; Now Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority agrees to provide up to \$401,100 to match federal funds of \$2,292,000

Federal Funds Source	Federal Funds Amount
2000 STP	\$1,527,776
2001 STP	\$264,224
2000 New Starts	\$500,000
Total	\$2,292,000

and Hennepin County funds of \$171,900 for Central Corridor work that includes design, engineering, financial, and community involvement activities under the following conditions; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority funding is provided contingent on the Hennepin County commitment for their share of the local funding; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority funding is provided after the Minnesota Department of Transportation's written commitment in 2003 that the full \$4.5 million in STP federal funding will be available for the Central Corridor transit project when requested by Ramsey County Regional Railroad Authority; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority's funding will be provided only after the Metropolitan Council agrees that the match for the Central work provided by Ramsey and Hennepin County Regional Railroad Authorities will count as part of the local share for the Central Corridor transit project; and Be It Further

RESOLVED, That if state funds are received that could be used for the Central Corridor transit work that they will be apportioned to compensate Ramsey and Hennepin County Regional Railroad Authorities in the same percentages as these contributions (70%/30%); and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority approves the following budget adjustment of \$2,865,000:

INCREASE ESTIMATED REVENUE

<u>Org. #</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150180	P121004	442322	Undesignated	
			CIP Account	\$ 401,100
150180	G205005	314103	Hennepin Share	\$ 171,900
150180	G205005	314306	Federal Share	<u>\$2,292,000</u>
				\$2,865,000

INCREASE APPROPRIATION

<u>Org. #</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150180	G205005	421501	Consulting Services	\$2,550,000
150180	G205005	421511	County Project	
			Mgmt. Serv.	<u>\$ 315,000</u>
				\$2,865,000

RESOLVED, That staff of the Ramsey County Regional Railroad Authority is authorized to submit the grant request with the Minnesota Department of Transportation and the Metropolitan Council for funding; and Be It Further

RESOLVED, That staff is authorized to issue requests for proposals for the transit work for the Central Corridor.

4. Authorize match of \$168,750 for Red Rock Corridor Alternatives Analysis/Draft Environmental Impact Statement

Commissioner Reinhardt explained that the resolution came out of suggestions that make the Ramsey County share of funding go forward contingent upon Hennepin County's support of matching funds, and wanted to make it contingent upon the release of funds by the State for the Central Corridor. She stated that this supports the concept and plan to create a multi-modal transit system. She commented that if funding support comes through for Red Rock, but not for Central, from either the State or Hennepin County, we won't go forward. Commissioner Rettman requested clarification, since Red Rock would run on existing rail. Commissioner McDonough replied it is more of a big picture; that support must come for a regional solution, not for bits and pieces.

Commissioner Rettman noted that high-speed rail could be part of the match for Red Rock. Commissioner McDonough noted that all the pieces must be tied together. He stated that high-speed rail is not on the table; in any case, it is not a regional issue but a Midwest transportation issue.

Commissioner Wiessner suggested language to support the concept of a regional system and explained that is why the RCRRA is tying the two projects, Red Rock and Central, together for funding purposes. Chair Ortega said he is concerned that decisions made by other Counties could potentially make a decision for Ramsey County, based on how they proceed with their own projects. Commissioner Wiessner reiterated her belief that it is legitimate to tie the two together. Commissioner Haigh suggested language that states the funding is contingent upon similar prior resolutions passed in support of Central Corridor funding proposal (commitment of \$4.5 million for Central Corridor by Mn/DOT) and reference the projects of the Metropolitan Transitway Development Board. She said it ensures that we go forward together as a region.

Motion by Commissioner McDonough, seconded by Commissioner Haigh to authorize match of \$168,750 for Red Rock Corridor Alternatives Analysis/Draft Environmental Impact Statement. This motion also includes the amendment in language suggested by Commissioner Haigh that states the funding is contingent upon similar prior resolutions passed in support of Central Corridor funding proposal (commitment of \$4.5 million for Central Corridor by Mn/DOT) and reference the projects of the Metropolitan Transitway Development Board.

Roll call vote was taken:

Ayes – 5, Nays – 1
Motion accepted.

WHEREAS, The Red Rock Corridor is a 30-mile transportation corridor from Hastings to Minneapolis being roughly parallel to Trunk Highway 61 (T.H. 61), Interstate 94 (I-94) and the Burlington Northern Santa Fe (BNSF) and Canadian Pacific (CP) rail lines, traversing the Counties of Dakota, Washington, Ramsey, and Hennepin; and

WHEREAS, The Metro Transitways Development Board (MTDB), made up of the seven metropolitan county regional railroad authorities, has secured federal funding for the Red Rock, Northstar, and Central Corridors through the FY 2000 and FY 2001 Twin Cities Transitways Grants administered through the Federal Transit Administration (FTA); and

WHEREAS, The Minnesota Department of Transportation (Mn/DOT) is the agency responsible for commuter rail implementation in Minnesota and the Metropolitan Council (Met Council) is responsible for transit implementation within the seven county metropolitan area; and

WHEREAS, Mn/DOT, Met Council, and the MTDB have agreed on splitting the federal funds amongst the three corridors; and

WHEREAS, The Red Rock Corridor is to receive an amount not to exceed \$1.8 million in FTA funds to be matched with local funds of 20% of the total project cost, or \$450,000 for the completion of an Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, Mn/DOT and Met Council are unable to provide the necessary \$450,000 in local funding; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority (RCRRA) agrees to fund \$168,750 or 37.5% of the \$450,000, if no state funding is appropriated by the 2003 legislature under the conditions which follow; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority's share of the Red Rock Corridor funding will be made available only upon receipt by RCRRA of a new written commitment from Mn/DOT before June 1, 2003, for \$4.5 million of federal STP funds previously committed to the Central Corridor transit project; and Be It Further

RESOLVED, That the RCRRA share of the Red Rock Corridor funding will be made available only if financial support for the local share match for federal 2000 and 2001 funds for MTDB Transitway Corridors of Central, Red Rock and Northstar, is approved in 2003 by the affected jurisdictions, unless other matching funds are received for the work; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority approves the following budget adjustment of \$168,750:

DECREASE APPROPRIATION

<u>Org. #</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150180	P121004	442322	Undesignated CIP Account	\$168,750

INCREASE APPROPRIATION

<u>Org.#</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150111		425102	Subsidies to Other Entities	\$168,750

RESOLVED, That the \$168,750 in RCRRA funds will be provided to the Washington County Regional Railroad Authority for use by the Red Rock Corridor in entering into a grant contract with Mn/DOT.

2. Legislative update

John Choi stated that the Legislature will adjourn on May 19th and the third policy deadline is April 29th, by which date all of the committees must have their finance bills completed. He noted that the transportation funding and capital investment bills must be out by that date. He distributed a handout showing issues he has been closely monitoring: the Central, Rush Line and Red Rock Corridors.

John Choi was asked by Sen. Mady Reiter to review construction of temporary park and rides to coincide with the "Unweave the Weave" project on I-35 and I-694. John stated that research showed there is a MnDOT prohibition from using highway dollars for temporary park and rides and specific legislation could be attempted following the expiration of that prohibition. John has also been monitoring bills to abolish Regional Railroad Authorities. He commented that one was defeated in the Senate; the House will hold a hearing on Wednesday. John noted that no funding requests are in place for Union Depot. He stated that the intent is to introduce a bill next year during the regular cycle. John added that the Northstar Commuter Rail request is \$123.3 million; Senate bonding bill funds \$10 million.

John Choi stated that issues with the Transportation Funding Bill have implications for current projects. He commented that Hiawatha operating cost is an outstanding issue. John noted that the Governor has proposed that the State pay 40% and the local jurisdictions pay 60%. He added that the overall Transit Funding Package is currently being debated in the Finance Committee, which should be completed by April 29th.

Chair Ortega asked where Hiawatha is headed. John Choi replied that the House likes the Governor's proposal, but the Senate hasn't said. He does not believe they will go into conference committee; it would be a different type of share of the operating costs.

Commissioner Reinhardt asked about the Unweave the Weave bill. John Choi clarified it is a different bill from the one regarding funding for a temporary park and ride to alleviate congestion. He stated that the prohibition on Mn/DOT use of highway funds for bus-related measures to alleviate congestion during construction expires after June 30th, so the issue can be taken care of administratively after that.

Commissioner Haigh noted that different ways must be found to handle operating costs, not locally funded. John Choi noted concerns have been expressed about that to legislators.

Chair Ortega adjourned the meeting at 2:40 p.m.

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, April 22, 2003, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:	Chair Rafael Ortega Commissioner Tony Bennett Commissioner Jim McDonough Commissioner Victoria Reinhardt Commissioner Susan Haigh
MEMBERS ABSENT:	Commissioner Janice Rettman Commissioner Jan Wiessner
OTHERS PRESENT:	Steve Morris, Alicia Vap, Kris Longhenry, Connie Catlin, Jolly Mangine

Chair Ortega called the meeting to order at 10:25 a.m.

1. Legislative Update

Commissioner Haigh provided an update on the Central Corridor. She stated that there is a proposal for both a request for cash and for bond proceeds at the Legislature. She commented that there is a \$1 million request in the Senate bonding bill and noted that it would be good to have that amount in cash in the event there isn't a bonding bill, or if there is a small one. She reported that there has been a request to restore the \$2.6 million that were un-allotted in 2003, but this is a challenging time because there is just no money.

Commissioner Reinhardt mentioned that the Rush Line Corridor has recently been before the Senate Transportation Finance Committee.

Commissioner Bennett asked about the status of the bill abolishing Rail Authorities. Commissioner Haigh stated that a hearing was held in the House committee but action has not been taken. She stated that it has not been heard in the Senate. Commissioner McDonough asked if there is a Senate companion bill. Chair Ortega noted that there is, authored by Senator Mady Reiter. Commissioner Haigh stated that it has not had a hearing. Steve Morris indicated that the Senate bill has been tabled in committee, which suggests it did get a hearing. Commissioner Reinhardt noted that it is important to stay on top of Legislative issues and funding.

3. Authorize staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000 for Union Depot Technical Analysis

Motion by Commissioner McDonough, seconded by Commissioner Haigh to authorize staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000 for Union Depot Technical Analysis. Alicia Vap summarized the RFP process, which culminated with a recommendation by the LOCATE Task Force.

Roll call vote was taken:

Ayes – 5, Nays – 0
Motion accepted.

Chair Ortega adjourned the meeting at 10:30 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kristine A. Longhenry
Authorized Signature

4/29/03
Date

Board Action Requested

Legislative update

ACTION IS REQUESTED

Request Justification

John Choi will attend the RCRRA meeting to provide an update on legislation. A proposed resolution for your consideration is attached.

One of Ramsey County's priority goals is to "gain support for transit and transit initiatives." The Rail Authority legislation allows you to work toward achieving the goal with powers not available to the County.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 6, 2003

Board Date

Kristine A. Longhenry
Signature

April 29, 2003
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority was established in 1987; and

WHEREAS, The Ramsey County Regional Railroad Authority has preserved abandoned railroad right of way for transportation uses, has successfully obtained federal funds for transit improvements in the County, has used its resources to match federal funds for transit improvements in the County, has partnered with the Minnesota Department of Transportation and Metropolitan Council on transit improvements within the County in order to address the regional and state transportation needs; and

WHEREAS, House File 627 proposes to abolish metropolitan regional railroad authorities; and

WHEREAS, Abolishing Metropolitan Regional Railroad Authorities would result in a significant loss of local governments' ability and authority to resolve transit and transportation problems affecting the metropolitan region; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority strongly opposes legislative action to abolish metropolitan regional railroad authorities.

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



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KEY: ~~stricken~~ = old language to be removed
underscored = new language to be added

NOTE: If you cannot see any difference in the key above, you **need to change the display** of stricken and/or underscored language.

[Authors and Status](#) ■ [List versions](#)

H.F No. 688, as introduced: 83rd Legislative Session (2003-2004) Posted on Mar 3, 2003

- 1.1 A bill for an act
- 1.2 relating to railroads; abolishing regional rail
- 1.3 authorities in the seven-county metropolitan area;
- 1.4 amending Minnesota Statutes 2002, sections 10A.01,
- 1.5 subdivision 24; 174.03, subdivision 6a; 275.065,
- 1.6 subdivision 3; 398A.03, subdivision 1; 473.399,
- 1.7 subdivision 1; 473.3994, subdivision 2; 473.3997;
- 1.8 proposing coding for new law in Minnesota Statutes,
- 1.9 chapter 398A.
- 1.10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
- 1.11 Section 1. Minnesota Statutes 2002, section 10A.01,
- 1.12 subdivision 24, is amended to read:
- 1.13 Subd. 24. [METROPOLITAN GOVERNMENTAL UNIT.] "Metropolitan
- 1.14 governmental unit" means any of the seven counties in the
- 1.15 metropolitan area as defined in section 473.121, subdivision
- 1.16 2, ~~a regional railroad authority established by one or more of~~
- 1.17 ~~those counties under section 398A.03,~~ a city with a population
- 1.18 of over 50,000 located in the seven-county metropolitan area,
- 1.19 the metropolitan council, or a metropolitan agency as defined in
- 1.20 section 473.121, subdivision 5a.
- 1.21 Sec. 2. Minnesota Statutes 2002, section 174.03,
- 1.22 subdivision 6a, is amended to read:
- 1.23 Subd. 6a. [ECONOMIC ANALYSIS OF NONHIGHWAY ALTERNATIVES.]
- 1.24 If the commissioner considers congestion pricing, tolls, mileage
- 1.25 pricing, or public-private partnerships in order to meet the
- 1.26 transportation needs of commuters in the department's
- 1.27 metropolitan district between 2001 and 2020, the commissioner
- 2.1 shall, in cooperation with the metropolitan council ~~and the~~
- 2.2 ~~regional railroad authorities in the district,~~ compare the
- 2.3 economics of these financing methods with the economics of
- 2.4 nonhighway alternatives for moving commuters. The commissioner
- 2.5 shall analyze the economics as they relate to both individuals
- 2.6 and to the transportation system.
- 2.7 Sec. 3. Minnesota Statutes 2002, section 275.065,
- 2.8 subdivision 3, is amended to read:
- 2.9 Subd. 3. [NOTICE OF PROPOSED PROPERTY TAXES.] (a) The
- 2.10 county auditor shall prepare and the county treasurer shall
- 2.11 deliver after November 10 and on or before November 24 each
- 2.12 year, by first class mail to each taxpayer at the address listed
- 2.13 on the county's current year's assessment roll, a notice of
- 2.14 proposed property taxes.
- 2.15 (b) The commissioner of revenue shall prescribe the form of
- 2.16 the notice.
- 2.17 (c) The notice must inform taxpayers that it contains the

2.18 amount of property taxes each taxing authority proposes to
2.19 collect for taxes payable the following year. In the case of a
2.20 town, or in the case of the state general tax, the final tax
2.21 amount will be its proposed tax. In the case of taxing
2.22 authorities required to hold a public meeting under subdivision
2.23 6, the notice must clearly state that each taxing authority,
2.24 including regional library districts established under section
2.25 134.201, and including the metropolitan taxing districts as
2.26 defined in paragraph (i), but excluding all other special taxing
2.27 districts and towns, will hold a public meeting to receive
2.28 public testimony on the proposed budget and proposed or final
2.29 property tax levy, or, in case of a school district, on the
2.30 current budget and proposed property tax levy. It must clearly
2.31 state the time and place of each taxing authority's meeting, a
2.32 telephone number for the taxing authority that taxpayers may
2.33 call if they have questions related to the notice, and an
2.34 address where comments will be received by mail.
2.35 (d) The notice must state for each parcel:
2.36 (1) the market value of the property as determined under
3.1 section 273.11, and used for computing property taxes payable in
3.2 the following year and for taxes payable in the current year as
3.3 each appears in the records of the county assessor on November 1
3.4 of the current year; and, in the case of residential property,
3.5 whether the property is classified as homestead or
3.6 nonhomestead. The notice must clearly inform taxpayers of the
3.7 years to which the market values apply and that the values are
3.8 final values;
3.9 (2) the items listed below, shown separately by county,
3.10 city or town, and state general tax, net of the residential and
3.11 agricultural homestead credit under section 273.1384, voter
3.12 approved school levy, other local school levy, and the sum of
3.13 the special taxing districts, and as a total of all taxing
3.14 authorities:
3.15 (i) the actual tax for taxes payable in the current year;
3.16 (ii) the tax change due to spending factors, defined as the
3.17 proposed tax minus the constant spending tax amount;
3.18 (iii) the tax change due to other factors, defined as the
3.19 constant spending tax amount minus the actual current year tax;
3.20 and
3.21 (iv) the proposed tax amount.
3.22 If the county levy under clause (2) includes an amount for
3.23 a lake improvement district as defined under sections 103B.501
3.24 to 103B.581, the amount attributable for that purpose must be
3.25 separately stated from the remaining county levy amount.
3.26 In the case of a town or the state general tax, the final
3.27 tax shall also be its proposed tax unless the town changes its
3.28 levy at a special town meeting under section 365.52. If a
3.29 school district has certified under section 126C.17, subdivision
3.30 9, that a referendum will be held in the school district at the
3.31 November general election, the county auditor must note next to
3.32 the school district's proposed amount that a referendum is
3.33 pending and that, if approved by the voters, the tax amount may
3.34 be higher than shown on the notice. In the case of the city of
3.35 Minneapolis, the levy for the Minneapolis library board and the
3.36 levy for Minneapolis park and recreation shall be listed
4.1 separately from the remaining amount of the city's levy. In the
4.2 case of the city of St. Paul, the levy for the St. Paul library
4.3 agency must be listed separately from the remaining amount of
4.4 the city's levy. In the case of a parcel where tax increment or
4.5 the fiscal disparities areawide tax under chapter 276A or 473F
4.6 applies, the proposed tax levy on the captured value or the
4.7 proposed tax levy on the tax capacity subject to the areawide
4.8 tax must each be stated separately and not included in the sum
4.9 of the special taxing districts; and

- 4.10 (3) the increase or decrease between the total taxes
4.11 payable in the current year and the total proposed taxes,
4.12 expressed as a percentage.
- 4.13 For purposes of this section, the amount of the tax on
4.14 homesteads qualifying under the senior citizens' property tax
4.15 deferral program under chapter 290B is the total amount of
4.16 property tax before subtraction of the deferred property tax
4.17 amount.
- 4.18 (e) The notice must clearly state that the proposed or
4.19 final taxes do not include the following:
- 4.20 (1) special assessments;
- 4.21 (2) levies approved by the voters after the date the
4.22 proposed taxes are certified, including bond referenda, school
4.23 district levy referenda, and levy limit increase referenda;
- 4.24 (3) amounts necessary to pay cleanup or other costs due to
4.25 a natural disaster occurring after the date the proposed taxes
4.26 are certified;
- 4.27 (4) amounts necessary to pay tort judgments against the
4.28 taxing authority that become final after the date the proposed
4.29 taxes are certified; and
- 4.30 (5) the contamination tax imposed on properties which
4.31 received market value reductions for contamination.
- 4.32 (f) Except as provided in subdivision 7, failure of the
4.33 county auditor to prepare or the county treasurer to deliver the
4.34 notice as required in this section does not invalidate the
4.35 proposed or final tax levy or the taxes payable pursuant to the
4.36 tax levy.
- 5.1 (g) If the notice the taxpayer receives under this section
5.2 lists the property as nonhomestead, and satisfactory
5.3 documentation is provided to the county assessor by the
5.4 applicable deadline, and the property qualifies for the
5.5 homestead classification in that assessment year, the assessor
5.6 shall reclassify the property to homestead for taxes payable in
5.7 the following year.
- 5.8 (h) In the case of class 4 residential property used as a
5.9 residence for lease or rental periods of 30 days or more, the
5.10 taxpayer must either:
- 5.11 (1) mail or deliver a copy of the notice of proposed
5.12 property taxes to each tenant, renter, or lessee; or
- 5.13 (2) post a copy of the notice in a conspicuous place on the
5.14 premises of the property.
- 5.15 The notice must be mailed or posted by the taxpayer by
5.16 November 27 or within three days of receipt of the notice,
5.17 whichever is later. A taxpayer may notify the county treasurer
5.18 of the address of the taxpayer, agent, caretaker, or manager of
5.19 the premises to which the notice must be mailed in order to
5.20 fulfill the requirements of this paragraph.
- 5.21 (i) For purposes of this subdivision, subdivisions 5a and
5.22 6, "metropolitan special taxing districts" means the following
5.23 taxing districts in the seven-county metropolitan area that levy
5.24 a property tax for any of the specified purposes listed below:
- 5.25 (1) metropolitan council under section 473.132, 473.167,
5.26 473.249, 473.325, 473.446, 473.521, 473.547, or 473.834;
- 5.27 (2) metropolitan airports commission under section 473.667,
5.28 473.671, or 473.672; and
- 5.29 (3) metropolitan mosquito control commission under section
5.30 473.711.
- 5.31 ~~For purposes of this section, any levies made by the~~
5.32 ~~regional rail authorities in the county of Anoka, Carver,~~
5.33 ~~Dakota, Hennepin, Ramsey, Scott, or Washington under chapter~~
5.34 ~~398A shall be included with the appropriate county's levy and~~
5.35 ~~shall be discussed at that county's public hearing.~~
- 5.36 (j) If a statutory or home rule charter city or a town has
6.1 exercised the local levy option provided by section 473.388,

6.2 subdivision 7, it may include in the notice of its proposed
6.3 taxes the amount of its proposed taxes attributable to its
6.4 exercise of the option. In the first year of the city or town's
6.5 exercise of this option, the statement shall include an estimate
6.6 of the reduction of the metropolitan council's tax on the parcel
6.7 due to exercise of that option. The metropolitan council's levy
6.8 shall be adjusted accordingly.

6.9 Sec. 4. Minnesota Statutes 2002, section 398A.03,
6.10 subdivision 1, is amended to read:

6.11 Subdivision 1. [ORGANIZATION RESOLUTION.] A regional
6.12 railroad authority may be organized by resolution or joint
6.13 resolution adopted by the governing body or bodies of one or
6.14 more counties located outside the metropolitan area as defined
6.15 in section 473.121, subdivision 2. The governing body or bodies
6.16 of a municipality or municipalities within a county or counties
6.17 may request by resolution that the county or counties organize a
6.18 railroad authority. If the county or counties do not organize
6.19 an authority within 90 days of receipt of the request, the
6.20 municipality or municipalities may organize an authority by
6.21 resolution or joint resolution. A resolution organizing an
6.22 authority must state:

6.23 (a) That the authority is organized under the Regional
6.24 Railroad Authorities Act as a political subdivision and local
6.25 government unit of Minnesota, to exercise thereunder part of the
6.26 sovereign power of the state;

6.27 (b) The name of the authority, including the words
6.28 "regional railroad authority";

6.29 (c) The municipality or municipalities adopting the
6.30 organization resolution;

6.31 (d) The number of commissioners of the authority, not less
6.32 than five; the number to be appointed by the governing body of
6.33 each municipality; and the names and addresses of the first
6.34 board of commissioners;

6.35 (e) The city and county in which the registered office of
6.36 the authority is to be situated;

7.1 (f) That neither the state of Minnesota, the municipality
7.2 or municipalities, nor any other political subdivision is liable
7.3 for obligations of the authority; and

7.4 (g) Any other provision for regulating the business of the
7.5 authority determined by the governing body or bodies adopting
7.6 the resolution.

7.7 Sec. 5. [398A.10] [METROPOLITAN REGIONAL RAIL AUTHORITIES
7.8 ABOLISHED.]

7.9 Subdivision 1. [AUTHORITIES ABOLISHED.] Regional rail
7.10 authorities established under section 398A.03 in the counties of
7.11 Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington
7.12 are abolished. All property of an abolished regional rail
7.13 authority is transferred to the county originally establishing
7.14 the authority.

7.15 Subd. 2. [BONDS.] Bonds and other debt authorized by
7.16 section 398A.07 issued by a regional rail authority abolished
7.17 under subdivision 1 that are outstanding on the effective date
7.18 of this section must be paid and retired according to that
7.19 section and the terms of the bonds or other debt instruments.
7.20 The auditors of the metropolitan counties shall see to the
7.21 administration of this section.

7.22 Sec. 6. Minnesota Statutes 2002, section 473.399,
7.23 subdivision 1, is amended to read:

7.24 Subdivision 1. [GENERAL REQUIREMENTS.] (a) The council
7.25 shall adopt a plan to ensure that light rail transit facilities
7.26 in the metropolitan area will be acquired, developed, owned, and
7.27 capable of operation in an efficient, cost-effective, and
7.28 coordinated manner in coordination with buses and other
7.29 transportation modes and facilities. The plan may be developed

7.30 and adopted in phases corresponding to phasing of construction
7.31 of light rail. ~~The council may incorporate into its plan~~
7.32 ~~appropriate elements of the plans of regional railroad~~
7.33 ~~authorities in order to avoid duplication of effort.~~

7.34 (b) The light rail transit plan or first phase of the plan
7.35 required by this section must be adopted by the council before
7.36 the commissioner of transportation may begin construction of
8.1 light rail transit facilities. Following adoption of the plan,
8.2 the ~~county and the~~ commissioner of transportation shall act in
8.3 conformity with the plan. The commissioner shall prepare or
8.4 amend the final design plans as necessary to make the plans
8.5 consistent with the light rail transit plan.

8.6 (c) Throughout the development and implementation of the
8.7 plan, the council shall contract for or otherwise obtain
8.8 engineering services to assure that the plan adequately
8.9 addresses the technical aspects of light rail transit.

8.10 Sec. 7. Minnesota Statutes 2002, section 473.3994,
8.11 subdivision 2, is amended to read:

8.12 Subd. 2. [PRELIMINARY DESIGN PLANS; PUBLIC HEARING.]
8.13 Before final design plans are prepared for a light rail transit
8.14 facility, the commissioner of transportation ~~and the regional~~
8.15 ~~railroad authority or authorities in whose jurisdiction the line~~
8.16 ~~or lines are located~~ must hold a public hearing on the physical
8.17 design component of the preliminary design plans. The
8.18 commissioner of transportation ~~and the regional railroad~~
8.19 ~~authority or authorities in whose jurisdiction the line or lines~~
8.20 ~~are located~~ must provide appropriate public notice of the
8.21 hearing and publicity to ensure that affected parties have an
8.22 opportunity to present their views at the hearing. The
8.23 commissioner shall summarize the proceedings and testimony and
8.24 maintain the record of a hearing held under this section,
8.25 including any written statements submitted.

8.26 Sec. 8. Minnesota Statutes 2002, section 473.3997, is
8.27 amended to read:

8.28 473.3997 [FEDERAL FUNDING; LIGHT RAIL TRANSIT.]

8.29 (a) Upon completion of the alternatives analysis and draft
8.30 environmental impact statement for the central corridor transit
8.31 improvement project, the council, ~~and the commissioner of~~
8.32 ~~transportation, and the affected regional rail authorities~~ may
8.33 prepare a joint application for federal assistance for light
8.34 rail transit facilities in the metropolitan area. The
8.35 application must be reviewed and approved by the metropolitan
8.36 council before it is submitted by the council and the
9.1 commissioner. In reviewing the application the council must
9.2 consider the information submitted to it under section 473.3994,
9.3 subdivision 9.

9.4 (b) Until the application described in paragraph (a) is
9.5 submitted, no political subdivision in the metropolitan area may
9.6 on its own apply for federal assistance for light rail transit
9.7 planning or construction.

9.8 Sec. 9. [APPLICABILITY.]

9.9 This act applies in the counties of Anoka, Carver, Dakota,
9.10 Hennepin, Ramsey, Scott, and Washington.

9.11 Sec. 10. [EFFECTIVE DATE.]

9.12 Sections 1 to 9 are effective July 1, 2003.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Spiegel
Authorized Signature

4/29/03
Date

Board Action Requested

Central Corridor update

DISCUSSION ONLY

Request Justification

Information on Central Corridor status will be given at the meeting.

Budgeting and Accounting

N/A

County Attorney

Will Martin

Risk Management

Documentation certified complete for:

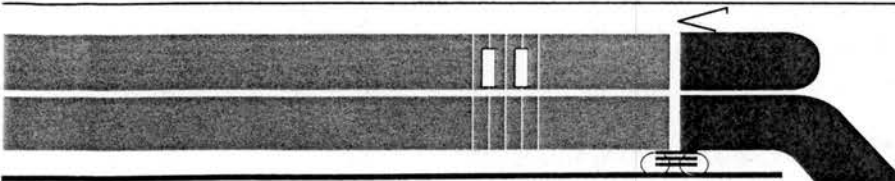
May 6, 2003

Board Date

Kristine A. Longhene
Signature

April 29, 2003

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: Steve Morris, Central Corridor Project Manager 

Subject: Corridor Update

Date: April 30, 2003

We have reached agreement with the MnDOT Cultural Resources Unit (CRU), the State Historic Preservation Office (SHPO), and the Federal Transit Administration (FTA) on the cultural resources items that need to be included in the Draft Environmental Impact Statement (DEIS). We are working with Hennepin County and the Metropolitan Council to complete the work using a consultant under contract to Hennepin County.

No significant additional research is required but some evaluation in two areas is required. They are whether the Iris Park area has potential as a historic district and whether there is a contextual theme to the Avenue itself due to its long history and central role in the Twin Cities.

These items will be combined with forms concerning approximately 39 buildings that will require further analysis in Phase II and another 600 that will not require further study will be reviewed by CRU and SHPO. The review could potentially take 60 days so we expect the rewrite and review to take 90 days.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

April 29, 2003

Date

Board Action Requested

Authorize staff to submit grant request to Mn/DOT to amend Grant No. 63955 to add bus shelters, lighting and benches for additional locations along the Riverview Corridor at no cost to Ramsey County Regional Railroad Authority

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere dated 5/1/03
3. Proposed map of additional shelter locations

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 6, 2003

Board Date

Kristine A. Longhenry

Signature

April 29, 2003

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has Grant 63955 with the Minnesota Department of Transportation to add transit improvements of bus shelters, lighting and benches along the Riverview Corridor in the amount of \$1,875,000; and

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 in the amount of \$1,875,000; and

WHEREAS, Metropolitan Council will satisfactorily complete installation of transit improvements with \$317,676 remaining fund balance; and

WHEREAS, Metropolitan Council proposes to add bus shelters, lighting and benches along the extension of the Riverview Corridor to the Maplewood Mall at a cost not to exceed the \$317,676 in remaining funds; and

WHEREAS, the Minnesota Department of Transportation Grant 63955 would need to be amended to allow this work to occur; Now, Therefore Be It

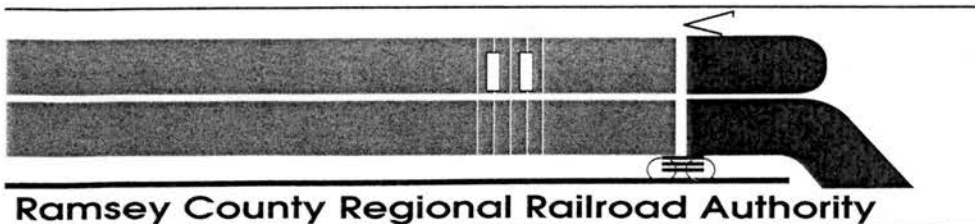
RESOLVED, Ramsey County Regional Railroad Authority authorizes staff to submit the grant request to the Minnesota Department of Transportation to amend Grant 63955 to add bus shelters, lighting and benches for additional locations along the Riverview Corridor at no cost to Ramsey County Regional Railroad 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



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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners
From: Kathryn DeSpiegelaere, Director
Subject: Submit Grant Request to Minnesota Department of Transportation to Amend Riverview Grant 63955 for Bus Shelters, Lighting, and Benches
Date: May 1, 2003

The Ramsey County Regional Railroad Authority (RCRRA) has a grant with the Minnesota Department of Transportation for bus shelters, lighting and benches along the Riverview Corridor. RCRRA has a grant contract with Metropolitan Council to administer the \$1,875,000 in federal (80%) and state (20%) funding for this work.

Metro Transit received bids that were less than their original estimates for the bus shelters, lighting and benches along the Riverview Corridor with the \$1.875 million grant funds, leaving \$317,676 of the grant remaining. Metro Transit proposes to place additional shelters, lighting and benches along the extension of the Riverview Corridor to the Maplewood Mall in the amount of \$312,310. No additional funds would be needed to complete this work. Attached is a map showing the proposed sites.

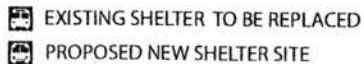
Once the grant request is submitted to the Minnesota Department of Transportation (MnDOT) for their review, next steps would be to amend the grant contracts with both MnDOT and with the Metropolitan Council, extending the time of the contract and the scope of work. There is no cost to Ramsey County Regional Railroad Authority for the work.

Recommendation:

I am requesting that you authorize staff to submit the grant request to the Minnesota Department of Transportation to amend Grant 63955 to add bus shelters, lighting and benches for additional locations along the Riverview Corridor.

Attachments

LOCATIONS



LRS 3/26/2003,rev 3/27/03 v04

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhenry
Authorized Signature

4/29/03
Date

Board Action Requested

Ratify Partial Payment No. 8 in the amount of \$51,652.40 to Metropolitan Council for Riverview Corridor transit improvements of bus shelters, lighting and benches for the period ending March 31, 2003.

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 \$51,652.40 for the period ending March 31, 2003 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.8
 3. Metropolitan Council Invoice No. NCV-2128 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 6, 2003

Board Date

Kristine A. Longhenry
Signature

April 29, 2003
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 March 31, 2003; 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-2128, Partial Payment No. 8 in the amount of \$51,652.40, attachments thereto, provide the correct documentation of payments due Metropolitan Council through March 31, 2003; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$51,652.40 for services rendered through March 31, 2003, 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: 00002177

VOUCHE

Purchase Order Voucher

Page No. 1
Run Date 7.Apr.2003
Run Time 3:08:40 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
03.2003	NCV-2128	31.Mar.2003	0000023268	METRO TRANSIT	ONL	LONGHEKR P		17.Apr.2003	U	Due Now

Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
\$51,652.40	\$0.00	560 6TH AVE N			MPLS	MN	55411

Group ID	Sales Tax	Pckp Ord Nbr
000449	\$0.00	

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099
	Professional Serv-Bal of PO 15	\$51,652.40		\$51,652.40		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			\$51,652.40			N

Account Name: Other Governmental Units

Department Name: RCRRA-Proj/Grant

ient Comments-Check Stub

ice No. NV-2128, dated 3/31/03
review Corridor Transit Improvements for March, 2003

her Comments

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

Authorization

K. H. Spiegel

Date

4/18/03

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 - 0000000266	01/24/2003		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: 9999999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Professional Serv-Bal of PO 156	1.00	EA	1,627,197.78	1,627,197.78	01/24/2003
					Schedule Total	1,627,197.78	

Mfg ID

Item Total 1,627,197.78

Total PO Amount 1,627,197.78

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

8

INVOICE

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

Page: 1
Invoice No: NCV-2128
Invoice Date: 03/31/2003
Customer Number: RAMREG
Payment Terms: Due 30 dys
Due Date: 04/30/2003

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

AMOUNT DUE: \$ 51,652.40

\$ _____
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	51,652.40	51,652.40
			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:

51,652.40

TOTAL AMOUNT DUE :	\$ 51,652.40
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[Handwritten signature]
4/14/03



Metro Transit

Internal Memorandum

DATE: April 14, 2003
TO: Files
FROM: Laurence R. Schumi
SUBJECT: Project 63955 Riverview Corridor Bus Stop
Summary of Invoice (#8) Items, Invoice NCV-2128 dated 3/31/2003
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: Current Invoice

Project 63955 Sub-Project CP06 Expense Notes

AP	DATE	FUND	ACCT	ORG	PROG	AMT	VOUCHER	GRP	VEND	REMARKS
AP000030617	3/3/03	816	63220	43410	099	\$2,412.23	00833804	MA3164	27633	Final Payment on Street Light Purchase
AP000030617	3/3/03	816	63210	43410	099	\$46,939.88	00833814	MA3164	21904	First payment: first 5 type C shelters delivered

	Key To Significant Entries:	
Account Number	63220 63210	Acquisition, Misc. Public facilities (furniture) Acquisition, Shelters
Org(anization)	43410	Each department may have one or more of these #s 43410 is Engineering and Facilities Department
Sub Class	CP06	Riverview Corridor, Bus Stop Amenities sub-project
Vendor	27633 21904	Graybar Electric Duo-Gard
Fund	816	Fund number – represents (FTA) grant funds through I/A agreement #99024 (and 79236).

Any labor charges being billed were reviewed after each every-other-week pay period and signed off as part of internal review process.

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).

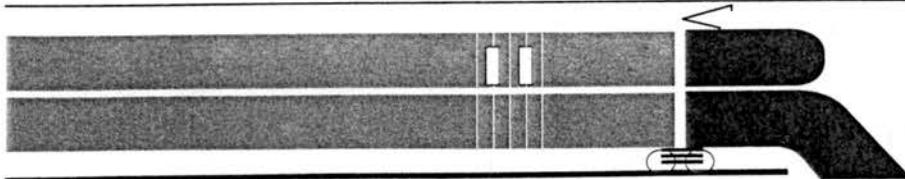
AP Detail by Project ,Fund Date

Journal	Acctg Date	Fund	Acct	Org	Program	Sub- Cls	Project/ Grant	Monetary Amount	Voucher	Group	Name	Vendor
AP00030740	2003-03-12	816	63110	43410	099	CP07	63955	1,123.79	00836748	MA3192	HOWARD R GREEN CO	0000022130
AP00030617	2003-03-03	816	63110	43410	099	CP07	63955	1,176.50	00833797	MA3164	HOWARD R GREEN CO	0000022130
			63110 Total					2,300.29				
AP00030617	2003-03-03	816	63220	43410	099	CP06	63955	2,412.23	00833804	MA3164	GREYBAR ELECTRIC CO.	0000027633
			63220 Total					2,412.23				
AP00030617	2003-03-03	816	63210	43410	099	CP06	63955	46,939.88	00833814	MA3164	DUO-GARD INDUSTRIES	0000021904
			63210 Total					46,939.88				
			Grand Total					51,652.40				

[Handwritten signature]
3/14/03

[Handwritten signature]
3/14/03

7



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

May 13, 2003

Immediately following County Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from May 6, 2003 RCRRRA meeting
2. * Legislative update
3. Central Corridor update
4. * Approve contract with LTK Engineering for work on multimodal hub
 for an amount not to exceed \$100,000 and authorize the Chair of the
 RCRRRA to execute the contract

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, May 6, 2003, in Council Chambers Third Floor Courthouse.

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

OTHERS PRESENT: Steve Morris, Alicia Vap, Kris Longhenry, John Choi, Mary Ann Palmer, Terry Speiker, Paul Kirkwold, Kathy DeSpiegelaere, Dave MacMillan

Chair Ortega called the meeting to order at 11:57 a.m.

1. Approve minutes from April 15, 2003 RCRRA meeting and April 22, 2003 RCRRA meeting

Motion was made by Commissioner Haigh, seconded by Commissioner McDonough to approve the minutes from the April 15, 2003 RCRRA meeting and the April 22, 2003 RCRRA meeting.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

4. Authorize staff to submit grant request to Mn/DOT to amend Grant No. 63955 to add bus shelters, lighting and benches for additional locations along the Riverview Corridor at no cost to Ramsey County Regional Railroad Authority

Motion was made by Commissioner Haigh, seconded by Commissioner Reinhardt to authorize staff to submit grant request to Mn/DOT to amend Grant No. 63955 to add bus shelters, lighting and benches for additional locations along the Riverview Corridor at no cost to Ramsey County Regional Railroad Authority

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has Grant 63955 with the Minnesota Department of Transportation to add transit improvements of bus shelters, lighting and benches along the Riverview Corridor in the amount of \$1,875,000; and

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 in the amount of \$1,875,000; and

WHEREAS, Metropolitan Council will satisfactorily complete installation of transit improvements with \$317,676 remaining fund balance; and

WHEREAS, Metropolitan Council proposes to add bus shelters, lighting and benches along the extension of the Riverview Corridor to the Maplewood Mall at a cost not to exceed the \$317,676 in remaining funds; and

WHEREAS, the Minnesota Department of Transportation Grant 63955 would need to be amended to allow this work to occur; Now, Therefore Be It

RESOLVED, Ramsey County Regional Railroad Authority authorizes staff to submit the grant request to the Minnesota Department of Transportation to amend Grant 63955 to add bus shelters, lighting and benches for additional locations along the Riverview Corridor at no cost to Ramsey County Regional Railroad Authority.

5. Ratify Partial Payment No. 8 in the amount of \$51,652.40 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending March 31, 2003

Motion by Commissioner Haigh, seconded by Commissioner McDonough to ratify Partial Payment No. 8 in the amount of \$51,652.40 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending March 31, 2003

Roll call vote was taken:

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 March 31, 2003; 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-2128, Partial Payment No. 8 in the amount of \$51,652.40, attachments thereto, provide the correct documentation of payments due Metropolitan Council through March 31, 2003; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$51,652.40 for services rendered through March 31, 2003, is hereby ratified.

2. Legislative Update

Commissioner Haigh moved a resolution opposing legislative action to abolish Rail Authorities, seconded by Commissioner McDonough. John Choi distributed a copy of the legislative language for the House Transportation Omnibus Finance Bill, which has passed the House floor and is going to conference committee.

After discussion, Commissioner Bennett moved to lay the resolution on the table, seconded by Commissioner Wiessner.

Roll call vote was taken; Comm. Haigh, McDonough and Ortega voted nay:

Ayes – 4, Nays – 3
Motion accepted.

John Choi stated that in the Central Corridor funding process, an appropriation bill for \$2.5 million is going to the transportation conference committee. He commented that on Hiawatha operating costs, the Governor's proposal (a 60% local share, excluding Bloomington, and 40% from the State) has been adopted by the House. He noted that the Senate bill provides full State funding, so that will be debated, probably as early as tomorrow and could be deliberated until the session ends on the 19th.

Chair Ortega adjourned the meeting at 12:19 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

5/6/03
Date

Board Action Requested

Legislative update

ACTION IS REQUESTED

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 13, 2003
Board Date

Kristine A. Longhenny
Signature

May 6, 2003
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority was established in 1987; and

WHEREAS, The Ramsey County Regional Railroad Authority has preserved abandoned railroad right of way for transportation uses, has successfully obtained federal funds for transit improvements in the County, has used its resources to match federal funds for transit improvements in the County, has partnered with the Minnesota Department of Transportation and Metropolitan Council on transit improvements within the County in order to address the regional and state transportation needs; and

WHEREAS, House File 627 proposes to abolish metropolitan regional railroad authorities; and

WHEREAS, Abolishing Metropolitan Regional Railroad Authorities would result in a significant loss of local governments' ability and authority to resolve transit and transportation problems affecting the metropolitan region; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority strongly opposes legislative action to abolish metropolitan regional railroad authorities.

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



Minnesota House of Representatives

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KEY: ~~stricken~~ = old language to be removed
underscored = new language to be added

NOTE: If you cannot see any difference in the key above, you **need to** change the display of stricken and/or underscored language.

[Authors and Status](#) ■ [List versions](#)

H.F No. 688, as introduced: 83rd Legislative Session (2003-2004) Posted on Mar 3, 2003

- 1.1 A bill for an act
- 1.2 relating to railroads; abolishing regional rail
- 1.3 authorities in the seven-county metropolitan area;
- 1.4 amending Minnesota Statutes 2002, sections 10A.01,
- 1.5 subdivision 24; 174.03, subdivision 6a; 275.065,
- 1.6 subdivision 3; 398A.03, subdivision 1; 473.399,
- 1.7 subdivision 1; 473.3994, subdivision 2; 473.3997;
- 1.8 proposing coding for new law in Minnesota Statutes,
- 1.9 chapter 398A.
- 1.10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
- 1.11 Section 1. Minnesota Statutes 2002, section 10A.01,
- 1.12 subdivision 24, is amended to read:
- 1.13 Subd. 24. [METROPOLITAN GOVERNMENTAL UNIT.] "Metropolitan
- 1.14 governmental unit" means any of the seven counties in the
- 1.15 metropolitan area as defined in section 473.121, subdivision
- 1.16 2, ~~a regional railroad authority established by one or more of~~
- 1.17 ~~those counties under section 398A.03,~~ a city with a population
- 1.18 of over 50,000 located in the seven-county metropolitan area,
- 1.19 the metropolitan council, or a metropolitan agency as defined in
- 1.20 section 473.121, subdivision 5a.
- 1.21 Sec. 2. Minnesota Statutes 2002, section 174.03,
- 1.22 subdivision 6a, is amended to read:
- 1.23 Subd. 6a. [ECONOMIC ANALYSIS OF NONHIGHWAY ALTERNATIVES.]
- 1.24 If the commissioner considers congestion pricing, tolls, mileage
- 1.25 pricing, or public-private partnerships in order to meet the
- 1.26 transportation needs of commuters in the department's
- 1.27 metropolitan district between 2001 and 2020, the commissioner
- 2.1 shall, in cooperation with the metropolitan council ~~and the~~
- 2.2 ~~regional railroad authorities in the district,~~ compare the
- 2.3 economics of these financing methods with the economics of
- 2.4 nonhighway alternatives for moving commuters. The commissioner
- 2.5 shall analyze the economics as they relate to both individuals
- 2.6 and to the transportation system.
- 2.7 Sec. 3. Minnesota Statutes 2002, section 275.065,
- 2.8 subdivision 3, is amended to read:
- 2.9 Subd. 3. [NOTICE OF PROPOSED PROPERTY TAXES.] (a) The
- 2.10 county auditor shall prepare and the county treasurer shall
- 2.11 deliver after November 10 and on or before November 24 each
- 2.12 year, by first class mail to each taxpayer at the address listed
- 2.13 on the county's current year's assessment roll, a notice of
- 2.14 proposed property taxes.
- 2.15 (b) The commissioner of revenue shall prescribe the form of
- 2.16 the notice.
- 2.17 (c) The notice must inform taxpayers that it contains the

2.18 amount of property taxes each taxing authority proposes to
2.19 collect for taxes payable the following year. In the case of a
2.20 town, or in the case of the state general tax, the final tax
2.21 amount will be its proposed tax. In the case of taxing
2.22 authorities required to hold a public meeting under subdivision
2.23 6, the notice must clearly state that each taxing authority,
2.24 including regional library districts established under section
2.25 134.201, and including the metropolitan taxing districts as
2.26 defined in paragraph (i), but excluding all other special taxing
2.27 districts and towns, will hold a public meeting to receive
2.28 public testimony on the proposed budget and proposed or final
2.29 property tax levy, or, in case of a school district, on the
2.30 current budget and proposed property tax levy. It must clearly
2.31 state the time and place of each taxing authority's meeting, a
2.32 telephone number for the taxing authority that taxpayers may
2.33 call if they have questions related to the notice, and an
2.34 address where comments will be received by mail.
2.35 (d) The notice must state for each parcel:
2.36 (1) the market value of the property as determined under
3.1 section 273.11, and used for computing property taxes payable in
3.2 the following year and for taxes payable in the current year as
3.3 each appears in the records of the county assessor on November 1
3.4 of the current year; and, in the case of residential property,
3.5 whether the property is classified as homestead or
3.6 nonhomestead. The notice must clearly inform taxpayers of the
3.7 years to which the market values apply and that the values are
3.8 final values;
3.9 (2) the items listed below, shown separately by county,
3.10 city or town, and state general tax, net of the residential and
3.11 agricultural homestead credit under section 273.1384, voter
3.12 approved school levy, other local school levy, and the sum of
3.13 the special taxing districts, and as a total of all taxing
3.14 authorities:
3.15 (i) the actual tax for taxes payable in the current year;
3.16 (ii) the tax change due to spending factors, defined as the
3.17 proposed tax minus the constant spending tax amount;
3.18 (iii) the tax change due to other factors, defined as the
3.19 constant spending tax amount minus the actual current year tax;
3.20 and
3.21 (iv) the proposed tax amount.
3.22 If the county levy under clause (2) includes an amount for
3.23 a lake improvement district as defined under sections 103B.501
3.24 to 103B.581, the amount attributable for that purpose must be
3.25 separately stated from the remaining county levy amount.
3.26 In the case of a town or the state general tax, the final
3.27 tax shall also be its proposed tax unless the town changes its
3.28 levy at a special town meeting under section 365.52. If a
3.29 school district has certified under section 126C.17, subdivision
3.30 9, that a referendum will be held in the school district at the
3.31 November general election, the county auditor must note next to
3.32 the school district's proposed amount that a referendum is
3.33 pending and that, if approved by the voters, the tax amount may
3.34 be higher than shown on the notice. In the case of the city of
3.35 Minneapolis, the levy for the Minneapolis library board and the
3.36 levy for Minneapolis park and recreation shall be listed
4.1 separately from the remaining amount of the city's levy. In the
4.2 case of the city of St. Paul, the levy for the St. Paul library
4.3 agency must be listed separately from the remaining amount of
4.4 the city's levy. In the case of a parcel where tax increment or
4.5 the fiscal disparities areawide tax under chapter 276A or 473F
4.6 applies, the proposed tax levy on the captured value or the
4.7 proposed tax levy on the tax capacity subject to the areawide
4.8 tax must each be stated separately and not included in the sum
4.9 of the special taxing districts; and

- 4.10 (3) the increase or decrease between the total taxes
4.11 payable in the current year and the total proposed taxes,
4.12 expressed as a percentage.
- 4.13 For purposes of this section, the amount of the tax on
4.14 homesteads qualifying under the senior citizens' property tax
4.15 deferral program under chapter 290B is the total amount of
4.16 property tax before subtraction of the deferred property tax
4.17 amount.
- 4.18 (e) The notice must clearly state that the proposed or
4.19 final taxes do not include the following:
- 4.20 (1) special assessments;
- 4.21 (2) levies approved by the voters after the date the
4.22 proposed taxes are certified, including bond referenda, school
4.23 district levy referenda, and levy limit increase referenda;
- 4.24 (3) amounts necessary to pay cleanup or other costs due to
4.25 a natural disaster occurring after the date the proposed taxes
4.26 are certified;
- 4.27 (4) amounts necessary to pay tort judgments against the
4.28 taxing authority that become final after the date the proposed
4.29 taxes are certified; and
- 4.30 (5) the contamination tax imposed on properties which
4.31 received market value reductions for contamination.
- 4.32 (f) Except as provided in subdivision 7, failure of the
4.33 county auditor to prepare or the county treasurer to deliver the
4.34 notice as required in this section does not invalidate the
4.35 proposed or final tax levy or the taxes payable pursuant to the
4.36 tax levy.
- 5.1 (g) If the notice the taxpayer receives under this section
5.2 lists the property as nonhomestead, and satisfactory
5.3 documentation is provided to the county assessor by the
5.4 applicable deadline, and the property qualifies for the
5.5 homestead classification in that assessment year, the assessor
5.6 shall reclassify the property to homestead for taxes payable in
5.7 the following year.
- 5.8 (h) In the case of class 4 residential property used as a
5.9 residence for lease or rental periods of 30 days or more, the
5.10 taxpayer must either:
- 5.11 (1) mail or deliver a copy of the notice of proposed
5.12 property taxes to each tenant, renter, or lessee; or
- 5.13 (2) post a copy of the notice in a conspicuous place on the
5.14 premises of the property.
- 5.15 The notice must be mailed or posted by the taxpayer by
5.16 November 27 or within three days of receipt of the notice,
5.17 whichever is later. A taxpayer may notify the county treasurer
5.18 of the address of the taxpayer, agent, caretaker, or manager of
5.19 the premises to which the notice must be mailed in order to
5.20 fulfill the requirements of this paragraph.
- 5.21 (i) For purposes of this subdivision, subdivisions 5a and
5.22 6, "metropolitan special taxing districts" means the following
5.23 taxing districts in the seven-county metropolitan area that levy
5.24 a property tax for any of the specified purposes listed below:
- 5.25 (1) metropolitan council under section 473.132, 473.167,
5.26 473.249, 473.325, 473.446, 473.521, 473.547, or 473.834;
- 5.27 (2) metropolitan airports commission under section 473.667,
5.28 473.671, or 473.672; and
- 5.29 (3) metropolitan mosquito control commission under section
5.30 473.711.
- 5.31 ~~For purposes of this section, any levies made by the~~
5.32 ~~regional rail authorities in the county of Anoka, Carver,~~
5.33 ~~Dakota, Hennepin, Ramsey, Scott, or Washington under chapter~~
5.34 ~~398A shall be included with the appropriate county's levy and~~
5.35 ~~shall be discussed at that county's public hearing.~~
- 5.36 (j) If a statutory or home rule charter city or a town has
6.1 exercised the local levy option provided by section 473.388,

6.2 subdivision 7, it may include in the notice of its proposed
6.3 taxes the amount of its proposed taxes attributable to its
6.4 exercise of the option. In the first year of the city or town's
6.5 exercise of this option, the statement shall include an estimate
6.6 of the reduction of the metropolitan council's tax on the parcel
6.7 due to exercise of that option. The metropolitan council's levy
6.8 shall be adjusted accordingly.

6.9 Sec. 4. Minnesota Statutes 2002, section 398A.03,
6.10 subdivision 1, is amended to read:

6.11 Subdivision 1. [ORGANIZATION RESOLUTION.] A regional
6.12 railroad authority may be organized by resolution or joint
6.13 resolution adopted by the governing body or bodies of one or
6.14 more counties located outside the metropolitan area as defined
6.15 in section 473.121, subdivision 2. The governing body or bodies
6.16 of a municipality or municipalities within a county or counties
6.17 may request by resolution that the county or counties organize a
6.18 railroad authority. If the county or counties do not organize
6.19 an authority within 90 days of receipt of the request, the
6.20 municipality or municipalities may organize an authority by
6.21 resolution or joint resolution. A resolution organizing an
6.22 authority must state:

6.23 (a) That the authority is organized under the Regional
6.24 Railroad Authorities Act as a political subdivision and local
6.25 government unit of Minnesota, to exercise thereunder part of the
6.26 sovereign power of the state;

6.27 (b) The name of the authority, including the words
6.28 "regional railroad authority";

6.29 (c) The municipality or municipalities adopting the
6.30 organization resolution;

6.31 (d) The number of commissioners of the authority, not less
6.32 than five; the number to be appointed by the governing body of
6.33 each municipality; and the names and addresses of the first
6.34 board of commissioners;

6.35 (e) The city and county in which the registered office of
6.36 the authority is to be situated;

7.1 (f) That neither the state of Minnesota, the municipality
7.2 or municipalities, nor any other political subdivision is liable
7.3 for obligations of the authority; and

7.4 (g) Any other provision for regulating the business of the
7.5 authority determined by the governing body or bodies adopting
7.6 the resolution.

7.7 Sec. 5. [398A.10] [METROPOLITAN REGIONAL RAIL AUTHORITIES
7.8 ABOLISHED.]

7.9 Subdivision 1. [AUTHORITIES ABOLISHED.] Regional rail
7.10 authorities established under section 398A.03 in the counties of
7.11 Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington
7.12 are abolished. All property of an abolished regional rail
7.13 authority is transferred to the county originally establishing
7.14 the authority.

7.15 Subd. 2. [BONDS.] Bonds and other debt authorized by
7.16 section 398A.07 issued by a regional rail authority abolished
7.17 under subdivision 1 that are outstanding on the effective date
7.18 of this section must be paid and retired according to that
7.19 section and the terms of the bonds or other debt instruments.
7.20 The auditors of the metropolitan counties shall see to the
7.21 administration of this section.

7.22 Sec. 6. Minnesota Statutes 2002, section 473.399,
7.23 subdivision 1, is amended to read:

7.24 Subdivision 1. [GENERAL REQUIREMENTS.] (a) The council
7.25 shall adopt a plan to ensure that light rail transit facilities
7.26 in the metropolitan area will be acquired, developed, owned, and
7.27 capable of operation in an efficient, cost-effective, and
7.28 coordinated manner in coordination with buses and other
7.29 transportation modes and facilities. The plan may be developed

7.30 and adopted in phases corresponding to phasing of construction
7.31 of light rail. ~~The council may incorporate into its plan~~
7.32 ~~appropriate elements of the plans of regional railroad~~
7.33 ~~authorities in order to avoid duplication of effort.~~

7.34 (b) The light rail transit plan or first phase of the plan
7.35 required by this section must be adopted by the council before
7.36 the commissioner of transportation may begin construction of
8.1 light rail transit facilities. Following adoption of the plan,
8.2 the council and the commissioner of transportation shall act in
8.3 conformity with the plan. The commissioner shall prepare or
8.4 amend the final design plans as necessary to make the plans
8.5 consistent with the light rail transit plan.

8.6 (c) Throughout the development and implementation of the
8.7 plan, the council shall contract for or otherwise obtain
8.8 engineering services to assure that the plan adequately
8.9 addresses the technical aspects of light rail transit.

8.10 Sec. 7. Minnesota Statutes 2002, section 473.3994,
8.11 subdivision 2, is amended to read:

8.12 Subd. 2. [PRELIMINARY DESIGN PLANS; PUBLIC HEARING.]
8.13 Before final design plans are prepared for a light rail transit
8.14 facility, the commissioner of transportation ~~and the regional~~
8.15 ~~railroad authority or authorities in whose jurisdiction the line~~
8.16 ~~or lines are located~~ must hold a public hearing on the physical
8.17 design component of the preliminary design plans. The
8.18 commissioner of transportation ~~and the regional railroad~~
8.19 ~~authority or authorities in whose jurisdiction the line or lines~~
8.20 ~~are located~~ must provide appropriate public notice of the
8.21 hearing and publicity to ensure that affected parties have an
8.22 opportunity to present their views at the hearing. The
8.23 commissioner shall summarize the proceedings and testimony and
8.24 maintain the record of a hearing held under this section,
8.25 including any written statements submitted.

8.26 Sec. 8. Minnesota Statutes 2002, section 473.3997, is
8.27 amended to read:

8.28 473.3997 [FEDERAL FUNDING; LIGHT RAIL TRANSIT.]

8.29 (a) Upon completion of the alternatives analysis and draft
8.30 environmental impact statement for the central corridor transit
8.31 improvement project, the council, and the commissioner of
8.32 transportation, ~~and the affected regional rail authorities~~ may
8.33 prepare a joint application for federal assistance for light
8.34 rail transit facilities in the metropolitan area. The
8.35 application must be reviewed and approved by the metropolitan
8.36 council before it is submitted by the council and the
9.1 commissioner. In reviewing the application the council must
9.2 consider the information submitted to it under section 473.3994,
9.3 subdivision 9.

9.4 (b) Until the application described in paragraph (a) is
9.5 submitted, no political subdivision in the metropolitan area may
9.6 on its own apply for federal assistance for light rail transit
9.7 planning or construction.

9.8 Sec. 9. [APPLICABILITY.]

9.9 This act applies in the counties of Anoka, Carver, Dakota,
9.10 Hennepin, Ramsey, Scott, and Washington.

9.11 Sec. 10. [EFFECTIVE DATE.]

9.12 Sections 1 to 9 are effective July 1, 2003.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhenry
Authorized Signature

5/6/03
Date

Board Action Requested

Central Corridor update

DISCUSSION ONLY

Request Justification

Information on Central Corridor status will be given at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 13, 2003

Board Date

Kristine A. Longhenry
Signature

May 6, 2003

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

5/6/03
Date

Board Action Requested

Approve contract with LTK Engineering for work on multimodal hub for the amount not to exceed \$100,000 and authorize the Chair of the RCRRA to execute the contract.

ACTION IS REQUESTED

Request Justification

- See attached information:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere dated 5/8/03
 3. Contract

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 13, 2003

Board Date

Kristine A. Longhney
Signature

May 6, 2003
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority had issued a request for proposals for consultant services for the technical analysis of Union Depot; and

WHEREAS, Ramsey County Regional Railroad Authority had authorized staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000; Now, Therefore Be It

RESOLVED, Ramsey County Regional Railroad Authority approves the contract with LTK Engineering Services through May 12, 2004 at a cost not to exceed \$100,000; and Be It Further

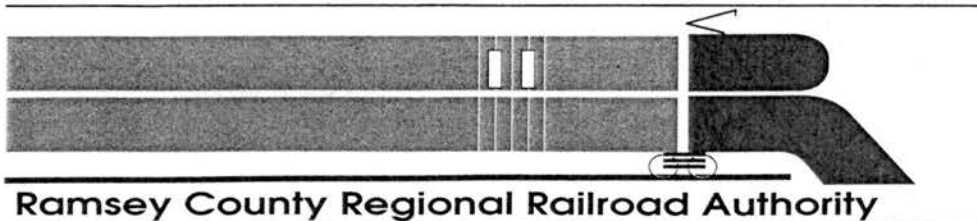
RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract.

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: LTK Engineering Services Contract for Union Depot

Date: May 8, 2003

The Ramsey County Regional Railroad Authority has authorized staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000 for technical analysis of the Union Depot as a multi-modal transit facility for downtown St. Paul.

For your review is a copy of the proposed contract and a resolution approving the contract with LTK Engineering Services through May 12, 2004 at a cost not to exceed \$100,000 for the Union Depot Analysis, and to authorize the Chair of the Regional Railroad Authority to execute the contract.

The funds for this contract will be from the Ramsey County Regional Railroad Authority Undesignated CIP Account (RCRRA Resolution No. R03-24 attached).

Recommendation:

Consider approving the attached contract with LTK Engineering Services through May 12, 2004 at a cost not to exceed \$100,000 and authorize the Chair to execute the contract.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: April 22, 2003

No.: R03-24

WHEREAS, Ramsey County Regional Railroad Authority has issued a request for proposals for consultant services for the technical analysis of Union Depot; and

WHEREAS, A group of seven staff evaluated the proposals and unanimously recommended that LTK Engineering Services be selected as the consulting firm to complete the analysis; and

WHEREAS, LOCATE Task Force met on April 21, 2003 and concurred in that recommendation; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the following budget adjustment of \$100,000:

DECREASE APPROPRIATION

<u>Org. #</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150180	P121004	442322	Undesignated CIP Account	\$100,000

INCREASE APPROPRIATION

<u>Org. #</u>	<u>Grant No.</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150112		425101	Consulting Services	\$100,000

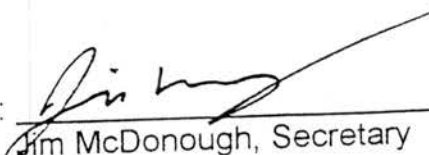
and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael Ortega, Chair

By: 

Jim McDonough, Secretary

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY CONSULTANT SERVICES AGREEMENT

The following is an agreement dated May 13, 2003 between LTK Engineering Services (hereinafter the "CONTRACTOR") and RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, a political subdivision of the State of Minnesota, (hereinafter "RCRRA").

SECTION I: BASIC SERVICES OF THE CONTRACTOR

1. The Contractor agrees to perform professional services in connection with this agreement as stated in Section II and Exhibit A hereof.
2. The Contractor shall serve as the RCRRA's representative in the consulting phase and shall provide professional advice to the RCRRA during the performance of these services.
3. The Contractor shall perform the project tasks identified in Section II hereof, in accordance with the schedule stated therein and in conjunction with the general conditions outlined in Section III hereof.

SECTION II: PROJECT TASKS

Contractor shall perform all tasks identified in the attached Exhibit A, which is incorporated herein and made a part hereof by reference.

SECTION III: GENERAL CONDITIONS

The following conditions must be included in the response to the RFP and any resulting contract:

1. Nonassignability. The Contractor shall not assign any interest in this agreement and shall not transfer any interest in the same, whether by subcontract, assignment or novation, without prior written consent of the RCRRA.

This section III shall not apply to the following entities or individuals:

- Bloom Consultants, LLC
- Nancy Whelan Consulting
- Richardson, Richter & Associates, Inc.
- Zimmer Gunsul Frasca Partnership

2. Independent Contractor. In the performance of this agreement, the Contractor is an independent contractor and neither it, nor its agents, employees, assigns, or other persons—while engaged in the performance of any work or services required to be performed by the RCRRA under this agreement—shall be considered employees of Ramsey County. Nothing contained in this Agreement shall be construed as creating the

relationship of co-partners, joint venturers, or an association between County and Contractor.

3. Hold Harmless. The Contractor agrees to defend, indemnify, and hold Ramsey County, RCRRA, its employees, and officials harmless from any claims, demands, actions or causes of actions—including reasonable attorneys' fees—arising out of any act or omission on the part of the Contractor or its subcontractors, partners, or independent contractors, or any of their agents or employees in the performance of (or with relation to) any of the work or services to be performed or furnished by the Contractor or the subcontractors, partners, independent contractors—or any of their agents or employees—under the terms of this agreement.
4. Alteration. Any alteration, variation, modification, or waiver of the provisions of this Agreement shall be valid only after it has been reduced to writing and duly signed by both parties.
5. Insurance.
 - a) Contractor shall purchase and maintain such insurance as will protect the contractor from claims which may arise out of, or result from, the contractor's operations under the contract—whether such operations be by the Contractor, subcontractor, anyone directly employed by them, or by anyone for whose acts any one of them may be liable.
 - b) Contractor shall secure the following coverages and comply with all provisions noted. Certificates of Insurance shall be issued evidencing such coverage to the County.
 - 1) General Liability Insurance
Commercial General Liability Insurance
(ISO CGL)

Minimum Limits:
\$2,000,000 each event limit
\$2,000,000 general aggregate
\$2,000,000 products/completed operations total limit
\$2,000,000 personal injury and advertising liability

The policy is to be written on an occurrence basis or as acceptable to the County's Risk Manager. Certificate of Insurance must indicate if the policy is issued on a claims-made or occurrence basis and if coverage is provided for X, C, U hazards if applicable.
 - 2) Automobile Liability Insurance
 - a) Minimum limit: \$750,000 combined single-limit
 - b) Coverage shall include hired, non-owned and owned automobiles.

3) Workers' Compensation & Employer's Liability

a) Workers' Compensation per Minnesota State statute

b) Employer's Liability shall have Minimum Limits:

\$500,000 per accident; \$500,000 per employee; \$500,000 per disease policy limit

Other States Coverage

4) Professional Liability Insurance (such coverage shall include contractual liability coverage over this agreement)

Minimum limits:

\$2,000,000 per claim

\$2,000,000 aggregate

5) License as required

c) All certificates of insurance shall provide that the insurance company give the RCRRA thirty (30) days prior written notice of cancellation, non-renewal or any material changes in the policy.

d) The above sub-paragraphs establish minimum insurance requirements, and it is the sole responsibility of the Contractor to purchase and maintain additional insurance that may be necessary in connection with this contract.

e) The Contractor shall not commence work until the Contractor has obtained the required insurance and filed an acceptable certificate of insurance with the County Risk Manager. Copies of insurance policies shall be submitted to the RCRRA upon request.

f) Nothing in this contract shall constitute a waiver by County of any statutory limits or exceptions on liability.

g) Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's rating for the insurer shall be noted on the certificate and shall not be less than a B+.

h) On the certificate, agent shall certify that the agency carries error and omissions coverage.

6. Non-Conforming Services. The acceptance by the RCRRA of any non-conforming services under the terms of this contract, or the foregoing of any of its rights or remedies arising under this contract, shall not

constitute a waiver of the RCRRA's right to conforming services or any rights or remedies in respect to any subsequent breach or default of the terms, conditions and covenants of the contract. The rights and remedies of the RCRRA are cumulative and not mutually exclusive.

7. Waste Reduction. The Contractor shall participate in a recycling program for at least four broad types of recyclable materials and shall favor the purchase of recycled products in its procurement processes. All reports, publications, and documents produced as a result of this contract shall be printed on both sides of paper, where commonly accepted publishing practices allow, on recycled and recyclable paper using soy-based inks and shall be bound in a manner that does not use glue.
8. Setoff. Notwithstanding any provision of this agreement to the contrary, the Contractor shall not be relieved of liability to the RCRRA by virtue of any breach of this Agreement by the Contractor. The RCRRA may withhold any payments to the Contractor for the purpose of setoff until such time as the exact amount of damages due the RCRRA from the Contractor is determined.
9. Equal Employment Opportunity. The Contractor agrees to comply with all federal, state, and local laws, resolutions, ordinances, rules, regulations, and executive orders pertaining to unlawful discrimination on account of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, sexual preference, disability, or age. When required by law and requested by the RCRRA, the Contractor shall furnish a written affirmative action plan.
10. Termination.
 - a) With Cause. The RCRRA reserves the right to suspend or terminate this Agreement if the Contractor violates any of the terms or conditions of this Agreement or does not fulfill in a timely and proper manner its obligations under this Agreement as determined by the RCRRA. In the event that the RCRRA exercises its right of suspension or termination under this Paragraph, it shall submit written notices to the Contractor specifying the extent of such suspension or termination under this Paragraph, the reasons therefore, and the date upon which such suspension or termination becomes effective. Upon receipt of such notice, the Contractor shall take all actions necessary to discontinue further commitments of funds to the extent that they relate to the suspended or terminated portions of this Agreement.
 - b) Without Cause. The RCRRA may terminate this Agreement without cause and for any reason whatsoever upon giving at least thirty (30) days written notice thereof to the other party. In such event, the Contractor shall be entitled to receive compensation for the services provided in a satisfactory manner for up to and including the effective date of termination.

11. Compliance with Applicable Law. The Contractor agrees to comply with all federal, state, and local laws or ordinances and all applicable rules, regulations, and standards established by any agency of such governmental units, which are now in effect or hereafter promulgated during the term of this agreement insofar as they relate to the Contractor's performance of the provisions of this Agreement. It shall be the obligation of the Contractor to apply for, pay for, and obtain all permits and/or licenses required by any governmental agency for the provision of those services contemplated herein.
12. Access to Documents.
 - a) The RCRRA, its authorized representative, or the State Auditor shall have full access to all records relating to the performance of this Agreement.
 - b) The Contractor agrees to maintain records relative to all services provided by it under the terms of this Agreement and shall retain all such documentation for three (3) years following the termination of this Agreement. Such records shall be made available for audit or inspection at any time upon request of the RCRRA or its authorized representative.
13. Data Practices. All data collected, created, received, maintained, or disseminated for any purpose during the course of Contractor's performance of this Agreement is governed by the Minnesota Government Data Practices Act, Minn. Stat. Ch. 13, any other applicable state statutes, any state rules adopted to implement the Act or other statutes, and any federal statutes and regulations on data privacy. The Contractor agrees to comply strictly with these statutes, rules, and regulations.
14. Conflict of Interest. The Contractor affirms that, to the best of the Contractor's knowledge, the Contractor's involvement in this contract does not result in a conflict of interest with any party or entity that may be affected by the terms of this contract. The Contractor agrees that, should any conflict or potential conflict of interest become known to the Contractor, the Contractor will immediately notify the RCRRA of the conflict or potential conflict, specifying the part of this contract giving rise to the Conflict or potential conflict, and will advise the County whether the Contractor will or will not resign from the other engagement or representation.
15. Interpretation of Agreement; Venue. This agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this Agreement shall be venued in the District Court of the County of Ramsey, Second Judicial District, State of Minnesota.
16. Term. This Agreement shall be in force and effect from May 13, 2003, through May 12, 2004, or until earlier terminated by the parties hereto pursuant to this Agreement.

17. Ownership of Work Products. All work products, including but not limited to concepts, ideas, layouts, drawings, maps, models, computer programs or simulations, photography, scripts, graphics, reports and recommendations prepared or furnished by the consultant pursuant to this Agreement, shall be the property of the RCRRA; provided however, that the consultant shall be entitled to retain copies of all such work products. No work products or other information generated under this Agreement shall be released by the consultant, employees, or agents without the express written consent of the RCRRA's authorized representative.
18. Entire Agreement. This Agreement shall constitute the entire agreement between the parties and shall supersede all prior oral or written negotiations.

SECTION IV: PAYMENT

1. As and for payment to Contractor for completion of the project tasks stated in Section II and Exhibit A hereof, the RCRRA shall pay contractor according to the Labor and Expenses identified in Exhibit B, which is attached hereto and incorporated herein.
2. Contractor shall bill the RCRRA no more frequently than every four (4) weeks. For labor costs, the invoice will identify by Task the name of the employee; the number of hours worked; the hourly Labor Rate; and the total cost of Labor for each employee and each task. For reimbursable expenses, as defined in Section 1.11 of the RCRRA's Request For Proposals (RFP), the Contractor shall submit documentation showing the nature and amount of the expense. Reimbursement shall be made only for such reimbursable expenses.
3. Contractor shall complete all project tasks stated in Section II and Exhibit A for an amount not to exceed the sum of one hundred thousand dollars (\$100,000.00) (Contract Maximum).

Cost overruns for tasks within the Scope of Work shall be the responsibility of the Contractor to the extent their cumulative effect exceeds the Contract Maximum, unless such costs have been approved by the RCRRA. Costs for additional or changed services requested by the RCRRA shall be payable in excess of the Contract Maximum only if provided for in an amendment to this Agreement.
4. All payments to the Contractor shall be subject to a retainage of five percent (5%) pending final acceptance of the technical reports, supporting documentation, and products identified in Section II hereof. Upon final approval of the Contractor's work, all sums retained under the provisions of this section shall be remitted to the Contractor.

**RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY**

LTK ENGINEERING SERVICES

BY: _____
Rafael Orgega, Chair
Ramsey County Regional Railroad Authority

By: _____
Its: _____

APPROVED AS TO FORM:

BY: _____
Assistant County Attorney

RECOMMENDED FOR APPROVAL

BY: _____
Director

BUDGETING AND ACCOUNTING

BY: _____

Funds Available: _____

Exhibit A

11

Final Scope of Work for Six-Month Completion of Saint Paul Union Depot Analysis

Proposed Technical Approach

LTK proposes to complete the technical work described in this Proposal in a six-month period from the date of a Notice to Proceed. The overall work will be organized into five Tasks, each contributing to a draft Final Report to be submitted to the Ramsey County Regional Railroad Authority and the LOCATE Task Force in November 2003.

A key feature of the proposed process is the involvement of the LOCATE Task Force. As noted below in the discussion of the Project Schedule, the Project Management Team will report monthly to the LOCATE Task Force, serving as a steering committee for the Analysis. Deliverables will be prepared for submittal in draft form in advance of a specific LOCATE meeting. A presentation and discussion will occur at that meeting, with subsequent modification of the draft, if and as necessary, and ultimate incorporation of the work into the Final Report.

The Goal of the Analysis in developing the Final Report is the establishment of a long-term strategy for development of the Depot into a Multimodal Terminal for Downtown Saint Paul, and the breaking out from that strategy of short-term implementation actions. The program outlined in the 2002 reports prepared by LTK Engineering Services for the LOCATE Task Force and the Ramsey County Regional Railroad Authority will be assumed as the Terminal program for this Analysis.

Beginning the Project: Tasks 1 and 2 will begin immediately and almost simultaneously. Success in meeting the November 2003 target for completion will be greatly enhanced by the presentation of a Notice to Proceed in mid-May. Contacts with the three freight railroads and other private real estate owners in the Union Depot area will be initiated immediately. Working through the office of Congresswoman McCollum, working contact at a technical level will be established with the US Postal Service, and permission for entry to obtain measurements and carry out surveys obtained. AMTRAK will also be brought into the process at this beginning point.

Task 1: Saint Paul Union Depot Technical Reconnaissance

This task will consist of three parts.

1.1 Terminal Program

A brief Terminal Program Statement, based on the 2002 reports prepared by LTK Engineering Services for the LOCATE Task Force and the Ramsey County Regional Railroad Authority, will be prepared as one of the principal bases for subsequent technical work.

1.2 Structural Analysis and Building Documentation

Consultant will obtain and organize architectural, engineering, regulatory and other documentation (drawings, records, deeds, easements, studies etc.) pertaining to the structural integrity of the Union Depot complex, including not only the headhouse, concourse and track podium area, but also adjacent property that might be considered

necessary to support the Multimodal Terminal program. Detailed real estate drawings showing ownership, property lines, and all other relevant data shall be prepared using "Microstation" software, or equivalent. The structural condition of the building shall be assessed, and a plan for its physical and historical stabilization prepared and documented.

1.3 Footprint Plan

Using the 2002 Terminal program as a starting point, two detailed layouts of track, platforms, access ways and other occupiers of ground space will be prepared, using "Microstation" or equivalent software. The two footprints will be based on the differing ground space requirements of the two potential alternative routings for trains between Saint Paul and Minneapolis. In addition, layout drawings will be prepared for the two potential high-speed rail approaches to the Depot from the east/southeast – an aerial alignment shadowing the Kellogg Boulevard Bridge, and a low-level alignment passing underneath the complex of tracks east of the Depot.

A decision on the routing of trains between Saint Paul and Minneapolis will not be known for some time. Similarly, the engineering of high-speed access to Saint Paul will not be conducted in the foreseeable future. Consequently, the combined outer or maximum dimensions of all track-level components of the Terminal will be taken as the ground-level dimensions of required real estate – a maximum "footprint plan".

Task 2: Concept Design and Cost

2.1 Concept Design

Commencing immediately with submittal of the Program Statement, preparation of a Terminal Design concept will begin with an assessment of upper-level or "Concourse Level" support requirements for the Terminal Program. Functional requirements, such as circulation, will be based, at a minimum, on the higher levels-of-service incorporated as design guidelines into the most recent version of the "Transit Capacity and Quality of Service Manual" (prepared under the sponsorship of the Transportation Research Board through the Transit Cooperative Research Program), and similar criteria. The concepts will emphasize ease of circulation, convenience and short time requirements of intermodal transferring, and minimization of changes in level by Terminal transportation system customers.

Other important aspects of the Terminal will be incorporated into the development of the Terminal Design concept, including:

- Historic Preservation and restoration of Union Depot as a building, and as St. Paul's functioning railroad terminal;
- Opportunities for supportive commercial development;
- Opportunities for Terminal-supportive and Community-supportive cultural and recreational facilities;

- Urban Design qualities of the Terminal complex, and its role as a functioning Terminal and activity center in the larger context of Lowertown Redevelopment.

The design will have railroad, architectural, urban design, and intercity and local transit implications, and reflect the involvement of several disciplines. LTK will direct this Task, with significant involvement of ZGF, and of Bloom Consultants.

2.2 Concept Cost

The development of Saint Paul Union Depot into a Multi-Modal Terminal will require several categories of capital investment, including: initial procurement; structural rehabilitation and, potentially, modification; railroad track, signals and support facilities; provision for local and intercity buses, and potentially LRT; construction of public areas and support; development of modern parking facilities; and so forth. Development of a range of cost estimates will in large part be dependent upon performance of conceptual engineering and conceptual architectural design. LTK will compile this document based on Railroad Engineering estimates prepared in-house, structural and civil costs developed by Bloom, and architectural, historic preservation and urban design elements prepared by ZGF.

Task 3: Economic and Financial Plan

The Economic and Financial Plan will be based on Task 2's development of the construction and operation cost structure for the Multimodal Terminal, and the development of a potential strategy for funding its construction. The capital cost estimates reflected in the report will be based on Tasks 1 and 2. The Real Estate aspects will be taken from the footprint plan, representing the "outer" requirement in cases where the outcome of variables affecting track and other civil layouts (such as the routing of trains to Minneapolis) is not yet known. Nancy Whelan Consulting will prepare the major part of this deliverable. Assisting in the real estate aspects will be LTK for railroad-owned property; ZGF for other miscellaneous privately-owned property and property currently under other public ownership. LTK and Nancy Whelan will be responsible for Post Office-related real estate estimates, in coordination with the office of Congresswoman McCollum.

Task 4: Phasing and Institutions

The adoption of a large overall program for Union Depot does not mean that the whole project must – or should – be done at once, or that nothing at all can be done until all required project resources are in hand. To the contrary, there is every reason to anticipate that should a large program be adopted, that it will be desirable to subdivide that program into phases that can be implemented step-by-step. The logic would be that at each successive step, the resulting Terminal complex would be fully functional and represent an improvement, but would be sustainable in its own right in the event that funding or institutional delays were to require the Terminal to operate at that stage of development for a significant period.

In addition, there will be different ways in which the Multimodal Terminal can be structured institutionally. The Regional Railroad Authority is clearly one potential option, but so are other existing institutions. Alternatively, a new entity could be created. There

are positive and negative aspects to any of these options, and these will have to be illustrated and discussed in the course of this Analysis.

Task 4 will describe a staged program for the long range development plan, logical both financially and physically, that will show how this can be done, and will also include an evaluation of alternative options for ownership and operation of the Multimodal Terminal. A public/private partnership in which private ownership of the headhouse could be retained will be among the alternatives. LTK will prepare the Task 4 Report, with the significant involvement of all other team members. Preparation of the Task 4 report will begin as soon as a more complete outline of the real estate requirements of the Terminal footprint, and development costs, are known. Early in the process, discussion will begin with member of the LOCATE Task Force and the Ramsey County regional Railroad Authority, and other key elected officials, regarding the potential structure of an owning and developing entity for the Terminal

Task 5: Short-Term Action Plan

The Action Plan will specify the next steps (over a currently envisioned 6-18 month period), which the RCRRA, and perhaps other entities, should take in order to move the Multimodal Terminal toward reality. In addition, as requested in the Request for Proposals, any consulting scope of work that might be required to assist the Authority in advancing the project will also be specified.

The team will make every effort to devise creative means, and identify requirements for an initial rail service to Union Depot which might be achieved within three years.

Schedule of Work

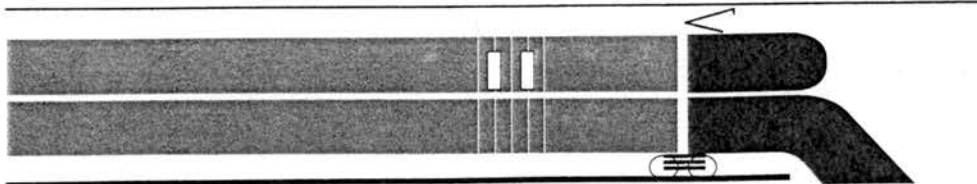
In this proposal, monthly meetings of the LOCATE Task Force are the basic schedule unit used to structure the work program. Deliverables, representing either completed Task Documents or Progress Reports will be presented by a member of the Project Management Team at all meetings beginning with the Program Statement in June.

5may03

Exhibit B

<u>Task</u>	<u>Cost</u>
1. Technical Reconnaissance	\$22,041
2. Concept Design and Cost Estimation	\$33,272
3. Economic and Financial Plan	\$18,289
4. Phasing and Institutions	\$18,219
5. Short-Term Action Plan	\$ 8,150
Total	\$99,971

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Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

May 20, 2003

Immediately following County Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from May 13, 2003 RCRRRA meeting
2. Legislative update

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, May 13, 2003, in Council Chambers Third Floor Courthouse.

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

OTHERS PRESENT: Steve Morris, Alicia Vap, Kris Longhenry, Paul Kirkwold, Kathy DeSpiegelaere, Dave MacMillan

Chair Ortega called the meeting to order at 11:00 a.m.

1. Approve minutes from May 6, 2003 RCRRA meeting

Motion made by Commissioner Haigh, seconded by Commissioner Wiessner to approve the minutes from the May 6, 2003 RCRRA meeting.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

2. Legislative Update

Commissioner Ortega stated that he is bringing back to the RCRRA, the resolution relating to Regional Railroad Authorities, which was tabled by RCRRA on May 6, 2003. Commissioner Haigh indicated the issue had been raised at the Metropolitan Transitways Development Board meeting. Commissioner Bennett asked for an update about where the State legislation was. Kathy DeSpiegelaere responded that it was in the House Transportation Finance bill and noted that it did not pass in the Senate. Kathy stated that it is currently being discussed in the Transportation conference committee. Commissioner Haigh added that in the tax bill there is a provision that would allow the State to pay less for local tax relief if local levies were reduced.

Commissioner Bennett noted he believes the function of the Rail Authorities should be expanded to transportation and transit on a metropolitan basis; he would like to see language that supports expanding the Rail Authorities. Commissioner McDonough agreed with Commissioner Bennett, but there is not a recommendation included in the legislation that offers a better solution. Commissioner Reinhardt also agreed that there need to be some changes made, but a better arrangement has not been suggested. Commissioner Rettman noted that the Metropolitan Council is responsible for taxing authority and providing service; she views the language regarding creation of RRA's in greater Minnesota as an attempt to offer to the outlying areas similar authority to that provided by the Metropolitan Council in the urban area.

Commissioner Wiessner stated she has been increasingly concerned with how transit planning has operated in a fragmented way. She prefers to see a recommendation that something be done within the next year, rather than defending the status quo. Commissioner Haigh noted there are several different levels of issues and that everyone is frustrated. She feels strongly the resolution is important because of the partnership with other counties. She noted that the Hiawatha LRT would not be opening next year without the work of the RRA's. She added that the current situation is not perfect; elected officials need

to be involved in the planning, which is something the Metropolitan Council can't provide since they are appointed by the Governor, but it doesn't mean the RCRRA can't begin to look for an improved structure.

Chair Ortega agreed with Commissioner Bennett and Commissioner Wiessner. He felt that the proposed legislation is more about tearing down than building up. He will vote in favor of the resolution.

Motion by Commissioner Reinhardt, seconded by Commissioner Haigh approve the resolution opposing legislative action to abolish metropolitan regional railroad authorities. Commissioner Reinhardt suggested adding "in the absence of a viable alternative" at the end of the resolve. Commissioner Haigh agreed. Commissioner Bennett requested adding "and transportation". This was agreed upon by Commissioner Reinhardt and Commissioner Haigh.

Roll call vote was taken; Comm. Rettman voted no.

Ayes – 6, Nays – 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority was established in 1987; and

WHEREAS, The Ramsey County Regional Railroad Authority has preserved abandoned railroad right of way for transportation uses, has successfully obtained federal funds for transit improvements in the County, has used its resources to match federal funds for transit improvements in the County, has partnered with the Minnesota Department of Transportation and Metropolitan Council on transit improvements within the County in order to address the regional and state transportation needs; and

WHEREAS, House File 627 proposes to abolish metropolitan regional railroad authorities; and

WHEREAS, Abolishing Metropolitan Regional Railroad Authorities would result in a significant loss of local governments' ability and authority to resolve transit and transportation problems affecting the metropolitan region; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority strongly opposes legislative action to abolish metropolitan regional railroad authorities in the absence of a viable alternative for transit and transportation.

3. Central Corridor Update

Steve Morris explained that the Cultural Resources work is moving forward with Hennepin County and the State Historic Preservation Officer (SHPO). He stated that he is awaiting one last piece of information from the SHPO that they concur with the properties that have been identified as historic. He commented that Request for Proposals (RFP's) are being prepared for the Community Outreach work and for engineering work, and are expected to be distributed by the end of this week. He added that selection recommendations will come back to the RCRRA for approval in July.

4. Approve contract with LTK Engineering for work on multimodal hub for an amount not to exceed \$100,000 and authorize the Chair of the RCRRA to execute the contract

Motion by Commissioner McDonough, seconded by Commissioner Reinhardt to approve the contract with LTK Engineering for work on multimodal hub for an amount not to exceed \$100,000 and to authorize the Chair of the RCRRA to execute the contract.

Roll call vote was taken; Comm. Rettman voted no.

Ayes – 6, Nays – 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority had issued a request for proposals for consultant services for the technical analysis of Union Depot; and

WHEREAS, Ramsey County Regional Railroad Authority had authorized staff to negotiate a contract with LTK Engineering Services for an amount not to exceed \$100,000; Now, Therefore Be It

RESOLVED, Ramsey County Regional Railroad Authority approves the contract with LTK Engineering Services through May 12, 2004 at a cost not to exceed \$100,000; and Be It Further

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

Chair Ortega adjourned the meeting at 11:24 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

May 15, 2003
Date

Board Action Requested

Legislative update

DISCUSSION ONLY

Request Justification

An update will be given at the meeting.

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

May 20, 2003
Board Date

Kristine A. Longhenry
Signature

May 15, 2003
Date