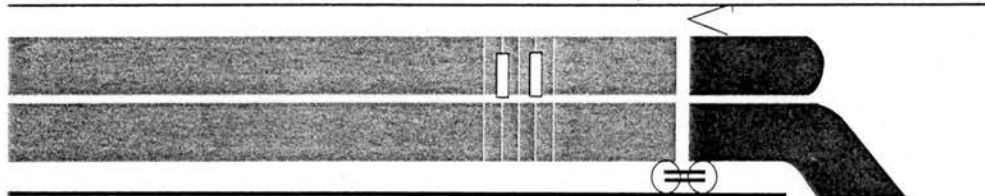




Ramsey County Regional Railroad Authority.
Records.

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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

September 9, 2003

Immediately following Housing and Redevelopment Authority meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from September 2, 2003 RCRRRA meeting
2. * Certify maximum levy of \$2,500,000 for Ramsey County Regional Railroad Authority for 2004

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, September 2, 2003, on third floor Council Chambers Courthouse.

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

MEMBERS ABSENT: Commissioner Susan Haigh

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Alicia Vap, Paul Kirkwold, Marlen Johnson, Julie Kleinschmidt, Bonnie Jackelen

Chair Ortega called the meeting to order at 10:05 a.m.

1. Approve minutes from August 26, 2003 RCRRA meeting

A motion was made by Commissioner Bennett, seconded by Commissioner McDonough to approve minutes from August 26, 2003 RCRRA meeting.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

2. Certify maximum levy of \$2,500,000 for Ramsey County Regional Railroad Authority for 2004

Kathy DeSpiegelaere presented information on the budget and levy. Kathy stated that the maximum levy must be certified at the September 9, 2003 RCRRA meeting. The proposed maximum levy is \$2.5 million for 2004.

Commissioner McDonough asked about the two major projects proposed, Union Depot preliminary engineering and Central Corridor preliminary engineering. He asked if the projects require equal funding for the two years that preliminary engineering will be conducted or would they require more in the first or second year? Kathy DeSpiegelaere responded that the funding is likely to be equal for each year and added that use of fund balance would be necessary if these projects are to be funded in their entirety in 2004.

Commissioner Rettman asked about the proposed 2003 undesignated fund balance and was told that information would be available for the September 9, 2003 RCRRA meeting.

Commissioner Bennett, Ortega and Wiessner commented on the proposed levy.

Chair Ortega adjourned the meeting at 10:20 AM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

9/4/03
Date

Board Action Requested

Certify maximum levy of \$2,500,000 for Ramsey County Regional Railroad Authority for 2004

ACTION IS REQUESTED

Request Justification

- See attached information:
1. Resolution
 2. Memorandum from K. DeSpiegelaere dated 9/4/03
 3. Proposed budget

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

September 9, 2003
Board Date

Kristine A. Longhunny
Signature

September 4, 2003
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

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

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed net tax levy to finance the 2004 budget must be certified by September 15, 2003; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy for the 2004 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 2003; and

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

WHEREAS, The 2004 maximum allowable levy for Ramsey County Regional Railroad Authority is \$15,627,792; Now, Therefore Be It

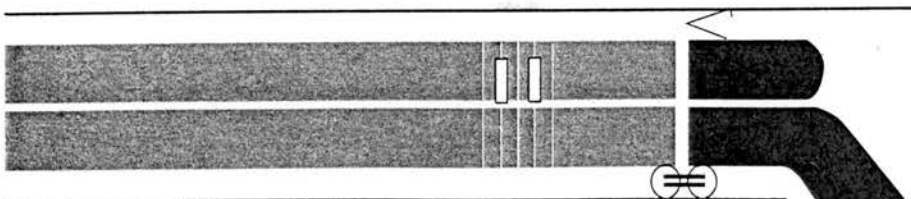
RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2004 budget in the amount of \$2,500,000.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Jim McDonough, Secretary



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: 2004 Budget and Proposed Tax Levy for Truth in Taxation Notice

Date: September 4, 2003

The Truth in Taxation law requires the Ramsey County Regional Railroad Authority to certify a proposed net levy each year to the Property Records and Revenue Department. The levy must be certified by September 15, 2003, for 2004. The approved tax levy cannot exceed the certified levy.

Action on the proposed levy will be taken by Ramsey County Regional Railroad Authority on September 9, 2003. The budget for 2004 will be adopted in December, 2003.

The maximum levy for the Rail Authority in 2004 is estimated to be \$15,627,792. The proposed levy is \$2,500,000. This is a reduction of 41.6% from last year's levy, which was \$4,282,300.

Significant events which influence the budget are:

- (1) Strengths: Ramsey County has significant strengths in its transit projects. Ramsey County transit projects make sense from a business perspective.

The Central Corridor, with its high transit ridership and connection of the two downtowns, the University of Minnesota, the Midway commercial and industrial area and the Capitol, is a location for a major transit investment that passes the common sense test. It is the backbone of the regional system, with extensions possible to Woodbury, Inver Grove Heights, White Bear Lake, and many other suburban locations.

Union Depot in downtown St. Paul is the only current location in Minnesota that makes common sense as the hub for multimodal passenger rail and bus connections. Minneapolis no longer has a suitable location.

At long last, the Twin Cities is opening a light rail line in 2004. The success of Hiawatha light rail will influence the willingness to fund a true regional transit system.

- (2) Support/partnerships: Commutes are unpredictable. There is an increased recognition of the need for a long-range transportation-funding package. Chambers of Commerce have made transportation funding a priority and have expressed interest in partnering on the Central Corridor.
- (3) Union Depot: Ramsey County Regional Railroad Authority (RCRRA) has continued work on Union Depot as a multimodal transportation hub. The Minnesota Congressional delegation has expressed strong interest in the project.
- (4) State and federal outlook: Since the last budget was developed, the economy has continued its decline, state deficits have increased, federal funding for transit new start projects appears to be stable, and a new state administration was elected which has passenger rail as less of a priority than the previous administration. It is a time to think about future needs. Wise transit investments are necessary for the transportation system.
- (5) County precedent: Legislation was enacted in 2003 that requires Hennepin County RRA to fund half of the operating costs of the Hiawatha light rail line. Hennepin has funded more than 15% of the capital costs of the light rail line. The precedent of county regional railroad authority financial participation in rail projects has been set.
- (6) Previous RCRRA action: RCRRA's share of capital projects (Central, Union Depot, including high speed rail, Red Rock, Rush, Northeast Diagonal) for the next 10 years was estimated in 2002 at \$140 million. RCRRA in 2003 began setting aside funds in a reserve account that would establish a foundation for a subsequent bond issue or pay-as-you-go match for federal or other funding to implement transit projects.
- (7) Expectations from state: Focusing on an outcome of substantial state funding in 2004 is likely to be an unsuccessful strategy. If federal funds are to be expended, the counties probably will need to provide the match for federal funds.
- (8) If a locally preferred alternative is selected for the Central Corridor in 2004 and a decision is made to begin preliminary engineering, the cost for that work is likely to be \$10.5 million. This project would take approximately two years to complete. Federal Administration proposals are to increase the local share of federal funds for new transit projects to 50% from the current 20%. Mn/DOT has

committed \$5.25 million in federal funds to RCRRA for the Central Corridor. A match for the federal funds of \$5.25 million would be needed. If no state funds are received in 2004, the local match would be split 70% Ramsey/30% Hennepin. Ramsey's share of the funds would therefore be \$3.675 million if this work is initiated in 2004.

- (9) The next phase of work for Union Depot is preliminary engineering and an Environmental Impact Statement. This is estimated to cost \$5 million and take two years to complete. There is the potential, but not the certainty, of \$750,000 in federal funds in 2004 for this work. If no state funds are received in 2004, the remainder of the \$5 million, if the Authority decides to undertake this work, would be the Authority's responsibility.

10) Fund balance information for 2002:

Reserves for Encumbrances		\$1,686,981
Reserves for Petty Cash		100
Designated for Subsequent Years		
Expenditures:		
NE Right of Way Acquisition	2,060,390	
Northeast Diagonal	2,165	
Central Corridor Transit Study	3,423	
Northeast Corridor Maintenance	30,980	
Contingent Liability	<u>750,000</u>	2,846,958
Undesignated		<u>4,329,203</u>
Total		\$8,863,242

The proposed levy will fund a portion of the budget and remaining needs for Union Depot and/or Central Corridor, if the Rail Authority desires to continue those projects, will come from the fund balance of the Rail Authority.

11) Fund balance information projected for 2003:

Projected Financial Activity for 2003:

Fund Balance: 12/31/2002	\$8,863,242
Revenues	4,231,961
Expenditures	-1,400,000
Estimated Fund Balance 12/31/2003	<u>\$11,695,203</u>

Projected Fund Balance at 12/31/2003:

Reserves for Encumbrances	\$1,686,981
Reserves for Petty Cash	100
Designated for Subsequent Years	
Expenditures:	
Union Depot	2,661,156 Proposed 2004 Budget
Central Corridor preliminary engineering	3,675,000 Proposed 2004 Budget
NE right of way acquisition	2,060,390
Northeast Diagonal	2,165
Central Corridor Transit Study	3,423
Northeast Corridor maintenance	30,980
Contingent liability	<u>750,000</u>
Undesignated	9,183,114
	<u>825,008</u>
Total Estimated Fund Balance 12/31/2003	<u>\$11,695,203</u>

REGIONAL RAILROAD AUTHORITY
Overall Net Tax Capacity Values and Rates

	Approved 2003	Estimated 2004	Increase/ (Decrease)	Percent Change
Proposed Certified Levy	\$4,282,300	\$2,500,000	(\$1,782,300)	-41.6%
Net Tax Capacity (Payable 2004 value as of 08/13/03)	300,841,337	328,364,720	27,523,383	9.1%
Tax Capacity Rate	1.407%	0.521%	-0.886%	-63.0%

Properties in Ramsey County Regional Railroad Authority
Regional Railroad Authority Tax Comparison - Payable 2004 (*Estimated*)

Residential Property:

(A) Market Value Increase of 12.0%

Home with an Estimated Market Value of:	\$75,000	\$100,000	\$150,000	\$300,000
2004 Gross Regional Railroad Only Tax (Estimated)	\$3.91	\$5.21	\$7.82	\$15.63
2003 Gross Regional Railroad Only Tax	<u>\$9.43</u>	<u>\$12.56</u>	<u>\$18.84</u>	<u>\$37.69</u>
Net Increase / (Decrease)	(\$5.52)	(\$7.35)	(\$11.02)	(\$22.06)
Percent Change	-58.5%	-58.5%	-58.5%	-58.5%

Commercial Property:

(A) Market Value Increase of 10.0%

Business with an Estimated Market Value of:	\$100,000	\$500,000	\$1,000,000
2004 Gross Regional Railroad Only Tax (Estimated)	\$7.82	\$48.19	\$100.29
2003 Gross Regional Railroad Only Tax	<u>\$19.19</u>	<u>\$117.36</u>	<u>\$245.27</u>
Net Increase / (Decrease)	(\$11.37)	(\$69.17)	(\$144.98)
Percent Change	-59.2%	-58.9%	-59.1%

Apartment Property:

(A) Market Value Increase of 15.0%

Apartment with an Estimated Market Value of:	\$100,000	\$500,000	\$1,000,000
2004 Gross Regional Railroad Only Tax (Estimated)	\$7.82	\$39.08	\$78.15
2003 Gross Regional Railroad Only Tax	<u>\$18.35</u>	<u>\$91.76</u>	<u>\$183.52</u>
Net Increase / (Decrease)	(\$10.53)	(\$52.68)	(\$105.37)
Percent Change	-57.4%	-57.4%	-57.4%

Prepared by Property Records & Revenue, Local Government Division (JMV) 8/29/03

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Operating Fund

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	466,278	897,312	844,186	844,186	
150106	NE Corridor Maintenance Kellogg to Beam	5,917	31,950	31,950	31,950	
150112	Union Depot	-	-	4,250,000	4,250,000	
150113	Diagonal Property - Roseville	-	-	100,000	100,000	
150000	Undesignated Projects		3,493,172	-	-	
150180	Central Corridor Preliminary Engineering	-	-	3,675,000	3,675,000	
150180	Rush Line Corridor	-	1,500	1,000	1,000	
	Total Expenditure/Appropriation RCRRA	472,195	4,423,934	8,902,136	8,902,136	-

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
OPERATING BUDGET						
150101	Regional Railroad Administration	180,671	210,600	100,000	100,000	
150106	NE Corridor Maintenance Kellogg to Beam	28,187	15,000	15,000	15,000	
150112	Union Depot	-	-	-	-	
150113	Diagonal Property - Roseville	-	-	-	-	
	Total Revenue/Estimated Revenue	208,858	225,600	115,000	115,000	-

Fund Balance - Dec/(Inc)	(36,663)	-	4,588,802	6,336,156	-
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RCRRA TAX LEVY SUMMARY

Tax Levy	300,000	4,198,334	4,198,334	2,450,980	-
Allowance for Uncollectible Tax (2%)	6,000	83,966	83,966	49,020	-
Net Tax Levy	306,000	4,282,300	4,282,300	2,500,000	-
Inc/(Dec) From 2003			-	(1,782,300)	
% Inc/(Dec) From 2003			0.0%	-41.6%	0.0%

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**MAJOR DEPARTMENT ACTIVITIES
AND ACCOMPLISHMENTS
REGIONAL RAILROAD AUTHORITY**

LISTED BELOW ARE THE DEPARTMENT'S EFFORTS, SUCCESSES, AND PLANS TO MEET THE PRIORITY GOALS AS IDENTIFIED BY THE RAMSEY COUNTY BOARD OF COMMISSIONERS.

PRIORITY GOAL #1: TO PLACE INCREASED EMPHASIS ON THE PREVENTION OF COMMUNITY PROBLEMS AND FUTURE NEEDS.

1. Transit, the major project of the Regional Railroad Authority, has preventative goals of easing congestion and the need for roadway expansion. It would provide economic development benefits and access to jobs and services.
2. The Rail Authority has purchased and is in conversations with railroad companies about purchasing additional right of way previously used for freight operations. The land is purchased for future needs for space for rail transit.

PRIORITY GOAL #2: TO DEVELOP ALTERNATIVE WAYS AND METHODS OF DELIVERING COUNTY SERVICES.

1. Rail transit is an alternative means of transit use. In cities where it has been constructed, it has succeeded as an alternative to single occupant auto use, attracting both former bus and former auto users.

PRIORITY GOAL #3: TO DETERMINE AND DEVELOP ALTERNATIVE METHODS FOR FINANCING QUALITY SERVICES AND PROGRAMS WITHIN THE GOVERNMENT OF RAMSEY COUNTY.

1. The Regional Railroad Authority Commissioners have adopted goals which include reducing reliance on property taxes for transit services. Consequently, Commissioners and staff are often involved in studies and legislative initiatives related to sources and support for alternative means of funding transit.
2. Grant funds from the state and federal government have been sought and received in previous years. The funds provide alternatives to funding planning, engineering, and right of way acquisition solely with property tax levies.

**MAJOR DEPARTMENT ACTIVITIES
AND ACCOMPLISHMENTS
REGIONAL RAILROAD AUTHORITY**

**PRIORITY GOAL #4: TO FOSTER INCREASED INTERGOVERNMENTAL
COOPERATION WHICH INCORPORATES BOTH CITIZEN AND COMMUNITY
INVOLVEMENT.**

1. Rail Authority work includes participation in Central, Rush Line, Northeast Diagonal, Riverview and Red Rock Corridor projects with the Minnesota Department of Transportation, County Regional Railroad Authorities, Metropolitan Council, Metro Transit and St. Paul.
2. Ramsey County Regional Railroad Authority is a member, with the six other metro county railroad authorities, of the Metro Transitways Development Board.
3. In managing right of way owned by the Rail Authority, the Authority allows trail use of its property by St. Paul and Ramsey County Parks Departments. The Authority participates in discussions with St. Paul and others about the Phalen Corridor project, which impacts Rail Authority-owned property.

**PRIORITY GOAL #5: TO REFLECT AND RECOGNIZE THE DIVERSITY OF THE
POPULATION WITHIN RAMSEY COUNTY.**

1. The Central Corridor transit project serves a diverse population of St. Paul residents. The area where it would be located is heavily transit dependent.

Kathryn DeSpiegelaere, Director

665 RCGC-West

(651)266-2762

REGIONAL RAILROAD AUTHORITY

MISSION STATEMENT

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

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

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

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

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

ADDITIONAL INFORMATION

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

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

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

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

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

ORGANIZATION

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

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

LISTED BELOW ARE THE MAJOR ITEMS THAT HAVE CONTRIBUTED TO CHANGES IN THE DEPARTMENT'S APPROPRIATION AND FINANCING OVER THE PREVIOUS YEAR. THIS MAY NOT EQUAL THE DIFFERENCE OVER 2003 AS ONLY THE MAJOR CHANGES ARE LISTED HERE.

Description	2004 Budget	2004 Financing	2004 Levy
Budget inc/(dec) over 2003	4,478,202	6,225,556	(1,747,354)
% Inc/-Dec over 2003	101.2%	2759.6%	-41.6%

OPERATING BUDGET:

1 Interest on Investments	0	(110,600)	110,600
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There is a decrease in the estimated amount of interest on investments that will be earned in 2004 due to the anticipation that less cash will be available to invest and lower interest rates. The interest rates that the County is currently receiving on investments are at a 40-year low. Also, allocation of interest earnings to the various funds was changed from the overall portfolio rate to the rate of the chosen benchmark, the one-year Treasury index.

2 County Project Management Services	(53,626)	0	(53,626)
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Includes \$50,000 to assist the Authority in transportation planning assistance on funding issues.

3 Union Depot	4,250,000	2,661,156	1,588,844
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The next phase of work for implementing Union Depot as a multimodal transit hub is to complete preliminary engineering and an Environmental Impact Statement. This project is estimated to cost \$5 million and to require two years to complete. A portion of the funds may come from noncounty sources. The work could be initiated in early 2004. The proposed funds in the 2004 budget will cover a portion of the costs to complete the work. Depending upon receipt of federal and state funds, additional funds may be requested in the 2005 budget for completion of the work.

4 Diagonal Property - Roseville	100,000	0	100,000
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This account will provide funds for survey work and to reimburse Ramsey County Public Works Department for the creation and installation of signs within the right of way, for cleanup and maintenance of right of way, and for staff time spent on right of way issues related to the Northeast Diagonal Corridor.

11

MAJOR CHANGES (PROPOSED)

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

Description	2004	2004	2004
	Budget	Financing	Levy
5 Central Corridor Preliminary Engineering	3,675,000	3,675,000	0
This will provide funds from Fund Balance for the Regional Rail's share of preliminary engineering costs.			

RCRRA CAPITAL PROJECTS

6 Capital Improvements	(3,493,172)	0	(3,493,172)
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The estimated cost of Regional Rail transit projects from now until the year 2012 is \$140 million. It is anticipated that the total cost would be financed partially through the issuance of General Obligation Bonds and the balance through tax levy. Financing the projects with tax levy saves the annual debt service costs over the length of the bond issue.

TOTAL	4,478,202	6,225,556	(1,747,354)
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PROGRAM/SERVICE ALLOCATION (PROPOSED)

REGIONAL RAILROAD AUTHORITY

Program/Service	Mand./ Discr.	Performance Measure(s)	FTE's	2004 Proposed		
				Budget	Financing	Levy
Administration (RCRRA)	D	0	0.00	844,186	100,000	744,186
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	D	0	0.00	31,950	15,000	16,950
Union Depot	D	0	0.00	4,250,000	2,661,156	1,588,844
Diagonal Property - Roseville	D	0	0.00	100,000	0	100,000
Projects & Grants						
Rush Line Corridor	D	0	0.00	1,000	0	1,000
Central Corridor Preliminary Engineeri	D	0	0.00	3,675,000	3,675,000	0
RCRRA Capital Projects						
Capital Improvements	D	0	0.00	0	0	0
			0.00	8,902,136	6,451,156	2,450,980

SUMMARY

		Levy %	FTE's	Budget	Financing	Levy
Total Mandated	M	0.0%	0.00	0	0	0
Total Mandated/Discretionary	M/D	0.0%	0.00	0	0	0
Total Discretionary/Mandated	D/M	0.0%	0.00	0	0	0
Total Discretionary	D	100.0%	0.00	8,902,136	6,451,156	2,450,980
			0.00	8,902,136	6,451,156	2,450,980
2003 Approved Budget			0.00	4,423,934	225,600	4,198,334
Inc/(Dec) from Previous Year			0.00	4,478,202	6,225,556	-1,747,354
% Inc/(Dec) from Previous Year			0%	101.2%	2759.6%	-41.6%

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

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

REGIONAL RAILROAD AUTHORITY

Program/Service	Change from 2003 Approved			
	FTE's	Budget	Financing	Levy
Administration (RCRRA)	-	(53,126)	(110,600)	57,474
Northeast Corridor Maintenance (Kellogg to Beam Avenue)	-	-	-	-
Union Depot	-	4,250,000	2,661,156	1,588,844
Diagonal Property - Roseville	-	100,000	-	100,000
Projects & Grants				
Rush Line Corridor	-	(500)	-	(500)
Central Corridor Preliminary Engineering	-	3,675,000	3,675,000	-
RCRRA Capital Projects				
Capital Improvements	-	(3,493,172)	-	(3,493,172)
Inc(Dec) from Previous Year	-	4,478,202	6,225,556	(1,747,354)
% Inc(Dec) from Previous Year		101.2%	2759.6%	-41.6%

Kathryn DeSpiegelaere

665 RCGC-West

(651)266-2762

MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150101 – ADMINISTRATION**

STATEMENT OF MISSION

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

OBJECTIVES

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2002 Approved	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
420000	Other Services & Charges	462,278	668,032	614,906	614,906	
430000	Supplies	3,661	4,050	4,050	4,050	
440000	Capital Outlay	339	5,000	5,000	5,000	
470000	Contingent	-	220,230	220,230	220,230	
Total Expenditures/Appropriations		466,278	897,312	844,186	844,186	-
Inc/(Dec) From Previous Year				(53,126)	(53,126)	
% Inc/(Dec) From Previous Year				-5.9%	-5.9%	0.0%

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2002 Approved	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
318000	Revenue from Use of Money/Property	178,045	210,600	100,000	100,000	
319000	Other Revenues	2,626	-	-	-	
Total Revenues/Estimated Revenues		180,671	210,600	100,000	100,000	-
Inc/(Dec) From Previous Year				(110,600)	(110,600)	
% Inc/(Dec) From Previous Year				-52.5%	-52.5%	0.0%

Fund Balance - Dec/(Inc) Adjustment to actuals	6,963	-	-	-	-	
RCRRA TAX LEVY	278,644	686,712	744,186	744,186		
Inc/(Dec) From Previous Year			57,474	57,474		
% Inc/(Dec) From Previous Year			8.4%	8.4%		0.0%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
150101	421102 State Auditor	4,025	4,000	5,000	5,000	
150101	421103 Budgeting & Accounting Services	10,549	30,000	30,000	30,000	
150101	421208 County Attorney Services	27,083	25,000	25,000	25,000	
150101	421402 Data Processing Services-MTCE	5,841	4,900	9,114	9,114	
150101	421501 Consulting Services	24,613	60,000	60,000	60,000	
150101	421506 Legislative Representative	64,023	70,000	70,000	70,000	
150101	421511 County Project Management Services	163,634	260,163	219,467	219,467	
150101	421519 Clerical Services	16,481	15,000	17,000	17,000	
150101	421520 Microfilm / Microfiche Processing	-	200	200	200	
150101	421527 County Manager Services	6,640	10,000	40,000	40,000	
150101	421528 Management & Information Svcs	-	50,000	-	-	
150101	421603 Printing & Stationery	8,580	5,644	6,000	6,000	
	421604 Special Brochures & Reports	19,771	-	-	-	
150101	421701 Postage	1,856	2,100	2,100	2,100	
150101	421706 Telephone Long Dist Charges	105	210	210	210	
150101	421707 Telephone-Local Service	2,203	2,310	2,310	2,310	
150101	421710 Telephone-Cellular	1,768	1,680	1,680	1,680	
150101	421712 Pager Services	64	68	68	68	
150101	422402 Building & Office Space	12,662	12,883	12,883	12,883	
150101	422403 Parking Space	2,340	2,730	2,730	2,730	
150101	422601 Equipment & Machinery Repairs	1,497	2,100	2,100	2,100	
150101	423101 Tuition	-	1,050	1,050	1,050	
150101	423111 Employee Development	-	500	500	500	
150101	424107 Liability & Property Damage-Ins	2,926	2,950	2,950	2,950	
150101	424302 Membership & Dues	20,047	20,000	20,000	20,000	
150101	424303 Conference & Seminar Expenses	20,776	20,000	20,000	20,000	
150101	424304 Other Travel	-	10,000	10,000	10,000	
150101	424305 Volunteer/Committee Meeting Expense	82	210	210	210	
150101	424306 Meeting Expense Account	1,911	3,150	3,150	3,150	
150101	424501 Mileage	1,475	3,150	3,150	3,150	
150101	424507 Messenger Service	219	890	890	890	
150101	424620 Books, Periodicals, and Subscriptions	16	525	525	525	
150101	425102 Subsidies to Other Entities	41,091	46,619	46,619	46,619	
	Total Other Services & Charges	462,278	668,032	614,906	614,906	-
	<u>SUPPLIES</u>					
150101	431101 Office Supplies	1,872	2,500	2,500	2,500	
150101	431102 Computer Operating Supplies	1,129	1,300	1,300	1,300	
150101	432201 Non Capitalized Equipment	432	-	-	-	
150101	432202 PC Software	228	250	250	250	
	Total Supplies	3,661	4,050	4,050	4,050	-

EXPENDITURE/APPROPRIATION DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150101-ADMINISTRATION

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>OPERATING CAPITAL OUTLAY</u>					
150101	441204 Office Furniture & Equipment	339	-	-	-	-
150101	441211 Data Processing Equipment	-	5,000	5,000	5,000	-
	Total Operating Capital Outlay	339	5,000	5,000	5,000	-
	<u>CONTINGENT</u>					
150101	471101 Contingent Appropriations	-	220,230	220,230	220,230	-
	Total Contingent	-	220,230	220,230	220,230	-
	Total 150101 - Administration	466,278	897,312	844,186	844,186	-

REVENUE/ESTIMATED REVENUE DETAIL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
59101-ADMINISTRATION

Code	Title	2002 Approved	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>REVENUE FROM USE OF MONEY & PROPERTY</u>					
150101	318102 Interest on Investments	178,045	210,600	100,000	100,000	-
	Total Revenue from Use of Money/Prop.	178,045	210,600	100,000	100,000	-
	<u>OTHER REVENUES</u>					
150101	319103 Recovery-Current Year's Expense	2,626	-	-	-	-
	Total Other Revenues	2,626	-	-	-	-
	Total 150101 - Administration	180,671	210,600	100,000	100,000	-

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY 150101 - ADMINISTRATION

SELECTED EXPENDITURE EXPLANATIONS

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
State Auditor	\$4,025	\$4,000	\$5,000	\$5,000	

This amount will provide for a cost increase of 4% of audit per diem rates and additional audit hours for 2004.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Budgeting & Accounting Services	\$10,549	\$30,000	\$30,000	\$30,000	

EXPLANATION: This amount will provide for a half-time budget analyst to offer assistance with contracts, grant agreements, and audits in 2004.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
County Attorney Services	\$27,082	\$25,000	\$25,000	\$25,000	

EXPLANATION: This amount will provide for additional attorney time on new agreements with the Minnesota Department of Transportation and other agencies for corridors in 2004.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Data Processing Services - Mtce	\$5,841	\$4,900	\$9,114	\$9,114	

EXPLANATION: This amount was estimated by the Information Services department and will provide for data processing services and maintenance for 2004.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Consultant Services	\$ 24,613	\$60,000	\$60,000	\$60,000	

EXPLANATION: This amount will provide for special needs for consultant services, which could include planning, engineering or outreach activities in 2004.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Legislative Representative	\$54,023	\$70,000	\$70,000	\$70,000	

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

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
County Project Management Serv	\$163,634	\$260,163	\$219,467	\$219,467	

EXPLANATION: Ramsey County provides staff to assist the Regional Railroad Authority to develop plans, manage consultant services, coordinate with other agencies and citizen groups, provide information services, and engineering and transportation planning services. Persons providing these services are in the County Public Works Department. This account provides a specific identifier to reimburse Ramsey County departments for these services.

In 2004, County Project Management Services will be provided for administration and activities on the Riverview, Central, Red Rock, Northeast Diagonal and Rush Line Corridors and Union Depot.

PROJECT MANAGEMENT TEAM (Administration Cost Center)

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

Staff

Director	1.0 FTE	\$120,016
Transportation Planner	1.0 FTE	\$71,167
Administrative Secretary	<u>.525 FTE</u>	\$28,284
Total FTE	2.525 FTE	
Total Estimated Cost		\$219,467

NOTE: Costs include salaries, fringe benefits and prorated indirect costs for processing payrolls as determined by Ramsey County Public Works Department. Costs for the Regional Railroad Authority's Right of Way Specialist position have been included in the Northeast Corridor maintenance and Beam to North County Line activities.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Clerical Services	\$16,481	\$15,000	\$17,000	\$17,000	

This amount will provide for clerical assistance to assist with minutes, mailings and meeting arrangements.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
County Manager Service	\$6,640	\$10,000	\$40,000	\$40,000	

This amount provides for assistance with public information and education activities from the County Manager's office.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Memberships and Dues	\$20,047	\$20,000	\$20,000	\$20,000	

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

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Subsidies to Other Entities	\$41,091	\$46,619	\$46,619	\$46,619	

EXPLANATION: The Metro Transitways Development Board undertakes legislative, planning and coordination of transit activities in the seven county metro area. Ramsey County Regional Railroad Authority is a member, and this provides for the 2004 contribution to the work of the organization.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Data Processing Equipment	\$ -	\$5,000	\$5,000	\$5,000	

EXPLANATION: Equipment needs for the Rail Authority in 2004 may include updating existing computer and technical equipment.

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Contingent	\$-	\$220,330	\$220,230	\$220,230	

EXPLANATION: This line item will provide funds for professional services that may be needed in 2004 for special needs or projects, which could include planning, engineering or outreach activities in 2004. This will also allow for other unforeseen needs that may arise during 2004.

SELECTED REVENUE EXPLANATIONS

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Interest on Investments	\$178,045	\$210,600	\$100,000	\$100,000	

EXPLANATION: The Regional Railroad Authority's cash is included with the County's investments and the earnings are distributed at the end of each month. The interest earned in 2004 depends on how much cash is available for investment and the rate.

The Regional Railroad Authority has received several federal grants where the grant funds are received on a reimbursement type arrangement. This means the cash on hand is temporarily not available for investment, until the cash reimbursement is received from the granting authority

Taking into account the cash on hand (\$9.1 million as of 12/31/2002) and the expected uses of cash, the amount available for investment during the year will be \$8.8 million.

Cash on Hand 12/31/2002	\$9,100,000
Less: cash flow for grants	<u>-300,000</u>
Cash Available for Investment	\$8,800,000 x 1.14% = \$100,000

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MISSION AND OBJECTIVES

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

STATEMENT OF MISSION

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

OBJECTIVES

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

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

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
420000	Other Services & Charges	5,917	31,950	31,950	31,950	
	Total Expenditures/Appropriations	5,917	31,950	31,950	31,950	-
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
318000	Revenue from Use of Money/Property	28,187	15,000	15,000	15,000	
	Total Revenues/Estimated Revenues	28,187	15,000	15,000	15,000	-
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc) Adjustment to actuals

(42,226)

RCRRA TAX LEVY

19,956

16,950

16,950

16,950

Inc/(Dec) From Previous Year

-

-

% Inc/(Dec) From Previous Year

0.0%

0.0%

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

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
421511	County Project Management	5,907	11,950	11,950	11,950	
422801	Grounds-Repairs	-	15,000	15,000	15,000	
424202	Assessments	10	5,000	5,000	5,000	
	Total Other Services & Charges	5,917	31,950	31,950	31,950	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>REVENUE FROM USE OF MONEY & PROPERTY</u>					
318203	Rental of Land	28,187	15,000	15,000	15,000	
	Total Revenue from Use of Money/Prop.	28,187	15,000	15,000	15,000	-

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY 150106 - NORTHEAST CORRIDOR KELLOGG TO BEAM

SELECTED EXPENDITURE EXPLANATIONS

	2002	2003	2004	2004	2004
TITLE	Actual	Approved	Requested	Proposed	Approved
County Project Management Serv	\$5,907	\$11,950	\$11,950	\$11,950	

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

SELECTED REVENUE EXPLANATIONS

	2002	2003	2004	2004	2004
TITLE	Actual	Approved	Requested	Proposed	Approved
Rental of Land	\$25,475	\$15,000	\$15,000	\$15,000	

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

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MISSION AND OBJECTIVES

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

STATEMENT OF MISSION

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

OBJECTIVES

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

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

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
420000	Other Services & Charges	-	1,500	1,000	1,000	
	Total Expenditures/Appropriations	-	1,500	1,000	1,000	-
	Inc/(Dec) From Previous Year			(500)	-	
	% Inc/(Dec) From Previous Year			-33.3%	0.0%	0.0%
	Fund Balance - Dec/(Inc) Adjustment to actuals	-	-	-	-	
	RCRRA TAX LEVY	-	1,500	1,000	1,000	
	Inc/(Dec) From Previous Year			(500)	(500)	
	% Inc/(Dec) From Previous Year			-33.3%	-33.3%	0.0%

EXPENDITURE/APPROPRIATION DETAIL

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MISSION AND OBJECTIVES

REGIONAL RAILROAD AUTHORITY
150112 – UNION DEPOT

STATEMENT OF MISSION

To implement a multi-modal transit hub in downtown St. Paul

OBJECTIVES

1. Provide a seamless connection for transit users to transfer from one mode to another
2. Provide a destination for transit users

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150112 - UNION DEPOT

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
420000	Other Services & Charges	-	-	4,250,000	4,250,000	
	Total Expenditures/Appropriations	-	-	4,250,000	4,250,000	-
	Inc/(Dec) From Previous Year			4,250,000	4,250,000	
	% Inc/(Dec) From Previous Year			100.0%	100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	None	-	-	-	-	
	Total Revenue/Estimated Revenue	-	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc)	-	-	-	2,661,156
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RCRRA TAX LEVY

	-	4,250,000	1,588,844
Inc/(Dec) From Previous Year		4,250,000	1,588,844
% Inc/(Dec) From Previous Year		100.0%	100.0%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150112 - UNION DEPOT

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
421522	Other Professional Services	-	-	4,250,000	4,250,000	
	Total Other Services & Charges	-	-	4,250,000	4,250,000	-
	Total 150112 Union Depot	-	-	4,250,000	4,250,000	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>REVENUE FROM USE OF MONEY & PROPERTY</u>					
	None	-	-	-	-	
	Total Revenue/Estimated Revenue	-	-	-	-	-

SELECTED LINE ITEM EXPLANATIONS**REGIONAL RAILROAD AUTHORITY
150112 – UNION DEPOT****SELECTED EXPENDITURE EXPLANATIONS**

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Other Professional Services	-	-	\$4,250,000	\$4,250,000	

EXPLANATION: Environmental and preliminary engineering work will be initiated in 2004 on the next phase of work to implement a multi-modal transit hub at Union Depot where bus, Amtrak, high-speed rail, commuter rail and light rail will be located in downtown St. Paul.

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150113 - DIAGONAL PROPERTY - ROSEVILLE**

STATEMENT OF MISSION

To provide for maintenance of right of way purchased to preserve options for transit.

OBJECTIVES

1. To maintain property acquired by the Railroad Authority in accordance with the public interest.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150113 - DIAGONAL PRORERTY - ROSEVILLE

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
420000	Other Services & Charges	-	-	100,000	100,000	
	Total Expenditures/Appropriations	-	-	100,000	100,000	-
	Inc/(Dec) From Previous Year			100,000	100,000	
	% Inc/(Dec) From Previous Year			100.0%	100.0%	

REVENUES/ESTIMATED REVENUE SUMMARY

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	None	-	-	-	-	
	Total Revenue/Estimated Revenue	-	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	
	% Inc/(Dec) From Previous Year			0.0%	0.0%	

Fund Balance - Dec/(Inc) Adjustment to actuals

RCRRA TAX LEVY

	Inc/(Dec) From Previous Year	-	100,000	100,000
	% Inc/(Dec) From Previous Year		100.0%	100.0%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150113 - DIAGONAL PROPERTY - ROSEVILLE

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>OTHER SERVICES AND CHARGES</u>					
421522	Other Professional Services	-	-	100,000	100,000	
	Total Other Services & Charges	-	-	100,000	100,000	-
	Total 150112 Union Depot	-	-	100,000	100,000	-

REVENUE/ESTIMATED REVENUE DETAIL

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>REVENUE FROM USE OF MONEY & PROPERTY</u>					
	None	-	-	-	-	
	Total Revenue/Estimated Revenue	-	-	-	-	-

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150113 - DIAGONAL PROPERTY -
ROSEVILLE

SELECTED EXPENDITURE EXPLANATIONS

<u>TITLE</u>	<u>2002</u> <u>Actual</u>	<u>2003</u> <u>Approved</u>	<u>2004</u> <u>Requested</u>	<u>2004</u> <u>Proposed</u>	<u>2004</u> <u>Approved</u>
Other Professional Services	-	-	\$100,000	\$100,000	

EXPLANATION: This account will provide funds for survey work and to reimburse Ramsey County Public Works Department for the creation and installation of signs within the right of way, for cleanup and maintenance of right of way, and for staff time spent on right of way issues related to the Northeast Diagonal Corridor.

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150000 – RCRRA Capital Reserves**

STATEMENT OF MISSION

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

OBJECTIVES

1. To finance transit improvements that may be needed in providing diverse solutions to congestion. This will provide a catalyst to development, enhance the tax base, create vibrant pedestrian friendly urban areas, access to jobs for employees, revitalize commercial districts, and match federal support for high speed rail and regional transit linkages.
2. The regional plan shows that the needs for the next ten years for transit corridor development in Ramsey County may require a Rail Authority share of \$140 million. This investment by the Rail Authority can leverage ten times the amount contributed in state and federal funds, and would provide additional benefits in increased development and increased mobility for Ramsey County citizens and businesses.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150000 - RCRRA Capital Reserves

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
	<u>Capital Outlay</u>					
442322	Transit Improvements-(Tax Levy)	-	3,493,172	-	-	-
	Total Capital Outlay	-	3,493,172	-	-	-
	Total 150000 RCRRA Capital Imp	-	3,493,172	-	-	-

SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150000 – RCRA CAPITAL RESERVES

SELECTED EXPENDITURE EXPLANATIONS

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Transit Improvements (Tax Levy)	-	\$3,493,172	-	-	

EXPLANATION: It is prudent to have reserves on hand to finance the expected share of capital projects, including Union Depot. Ramsey County Regional Railroad Authority is in a good position to obtain federal funds for its projects. Federal funds require a match. At this point, a match from the state is unlikely. Therefore, in order to advance projects and demonstrate the necessity for the projects, Ramsey County may fund the match for federal funds for engineering, right of way and implementation from its reserve account.

The balance in the capital reserves account is currently \$2,823,322.

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MISSION AND OBJECTIVES

**REGIONAL RAILROAD AUTHORITY
150180 – PROJECTS & GRANTS
G205006 – CENTRAL CORRIDOR
PRELIMINARY ENGINEERING**

STATEMENT OF MISSION

OBJECTIVES

To complete preliminary engineering and a final environmental impact statement for the Central Corridor transit project.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205006 - CENTRAL CORRIDOR PRELIMINARY ENGINEERING

EXPENDITURE/APPROPRIATION SUMMARY

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
420010	Other Services & Charges	-	-	3,675,000	3,675,000	-
430000	Supplies	-	-	-	-	-
	Total Expenditures/Appropriations	-	-	3,675,000	3,675,000	-
	Inc/(Dec) From Previous Year			3,675,000	3,675,000	-
	% Inc/(Dec) From Previous Year			100.0%	100.0%	0.0%
	Fund Balance Dec/(Inc)	-	-	3,675,000	3,675,000	-
	RCRRA TAX LEVY	-	-	-	-	-
	Inc/(Dec) From Previous Year			-	-	-
	% Inc/(Dec) From Previous Year			0.0%	0.0%	0.0%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS & GRANTS
G205006 - CENTRAL CORRIDOR PRELIMINARY ENGINEERING

EXPENDITURE/APPROPRIATION DETAIL

Code	Title	2002 Actual	2003 Approved	2004 Requested	2004 Proposed	2004 Approved
<u>OTHER SERVICES AND CHARGES</u>						
421501	Consulting Services	-	-	3,675,000	3,675,000	-
	Total Other Services & Charges	-	-	3,675,000	3,675,000	-
	Total G205002 - Central Corridor Transit	-	-	3,675,000	3,675,000	-

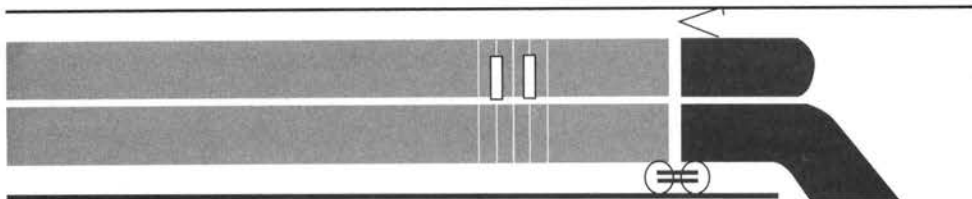
SELECTED LINE ITEM EXPLANATIONS

REGIONAL RAILROAD AUTHORITY
150180 - PROJECTS AND GRANTS
G205006 - CENTRAL CORRIDOR
PRELIMINARY
ENGINEERING

SELECTED EXPENDITURE EXPLANATIONS

<u>TITLE</u>	<u>2002 Actual</u>	<u>2003 Approved</u>	<u>2004 Requested</u>	<u>2004 Proposed</u>	<u>2004 Approved</u>
Consulting Services	-	-	3,675,000	3,675,000	

EXPLANATION: Central Corridor preliminary engineering and a final environmental impact statement is estimated to cost \$10.5 million. 50%, or \$5.25 million, will be funded federally. RCRRA will fund 70% of the remainder, which is \$3,675,000.



Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

September 2, 2003

Immediately following County Board meeting and/or at 1:30 p.m.

Third Floor Council Chambers Courthouse

1. * Approve minutes from August 26, 2003 RCRRA meeting
2. Certify maximum levy of \$2,500,000 for Ramsey County Regional Railroad Authority for 2004

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, August 26, 2003, on third floor Council Chambers Courthouse.

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

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Bruce Ramperochroer, Bruce Thompson, Steve Morris, Joan S. Wilson, Susan Opitz, Kris Longhenry

Chair Ortega called the meeting to order at 11:02 a.m.

1. Approve minutes from August 12, 2003 RCRRA meeting

A motion was made by Commissioner Haigh, seconded by Commissioner Reinhardt to approve minutes from August 12, 2003 RCRRA meeting.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

2. Authorize staff to negotiate contract with DMJM Harris for an amount not to exceed \$1,900,000 for consultant services for project design work for the Central Corridor Transit Study

Commissioner Rettman noted that she appreciated having all the proposals to review on this item and also on item #3. She believed that \$1.9 million is a lot of money and wants to wait until decisions are made in terms of what the final mode of transportation would be. She questioned if the budget being \$1,899,865 plus \$284,000 for disadvantage business enterprise would the total of the contract added together or would the \$284,000 come out of the \$1.9 million? Steve Morris answered that both sums total up to \$1.9 million.

Commissioner Rettman asked if Parsons Group is the same as Parsons Brinkerhoff Quade and Douglas. Steve Morris answered that Parsons Transportation Group is a different company. Commissioner Ortega asked where Parsons Group is headquartered. Steve responded they have offices all over, including here, and thought they were headquartered in New York.

Commissioner Haigh stated that she welcomes the work and thinks that the most important parts would be the cost benefits analysis and the financial impact work.

Commissioner Bennett asked if this contract is strictly for information gathering. Steve Morris responded that they are taking issues that were brought and identified as important issues in the draft and environmental statement and trying to find resolutions to them before preliminary engineering so it would save time and money. Commissioner Bennett stated that he had mixed emotions because he doesn't think anything is going to move forward for a while until Hiawatha is done and successfully operated. Commissioner Ortega noted that this is a major transit corridor and we need to make sure there are improvements looking into the future. He added that it also needs major infrastructure improvement.

A motion was made by Commissioner Haigh, seconded by Commissioner Wiessner to authorize staff to negotiate contract with DMJM Harris for an amount not to exceed \$1,900,000 for consultant services for project design work for the Central Corridor Transit Study.

Roll call vote was taken: Commissioner Rettman voted no.

Ayes – 6, Nays – 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has issued a request for proposals for consultant services for project design work for the Central Corridor; and

WHEREAS, A group of eight staff evaluated the proposals and recommended that the consulting team led by DMJM Harris be selected as the consulting firm to complete the analysis; and

WHEREAS, Federal grants to provide 80% of the project costs are in process and the local share has been committed by Ramsey and Hennepin County Regional Railroad Authorities; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its staff to negotiate a contract with DMJM Harris for an amount not to exceed \$1,900,000.

3. Authorize staff to negotiate contract with Goff & Howard/Davis Communications for an amount not to exceed \$200,000 for consultant services for consultant services for community outreach work for the Central Corridor Transit Study.

Commissioner Rettman stated that she believed part of this contract needs to wait in terms of the outreach because there is no new information.

A motion was made by Commissioner Haigh, seconded by Commissioner Reinhardt to authorize staff to negotiate contract with Goff & Howard/Davis Communications for an amount not to exceed \$200,000 for consultant services for consultant services for community outreach work for the Central Corridor Transit Study.

Roll call was taken: Commissioner Rettman voted no.

Ayes – 6, Nays – 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has issued a request for proposals for consultant services for community outreach work for the Central Corridor; and

WHEREAS, A group of ten staff and representatives of organizations on the corridor evaluated the proposals and recommended that the consulting team of Goff & Howard/Davis Communications be selected as the consulting firm to complete the analysis; and

WHEREAS, Federal grants to provide 80% of the project costs are in process and the local share has been committed by Ramsey and Hennepin County Regional Railroad Authorities; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its staff to negotiate a contract with Goff & Howard/Davis Communications for an amount not to exceed \$200,000.

4. Approve Partial Payment No. 11 in the amount of \$57,648.96 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending July 31, 2003.

A motion was made by Commissioner Haigh, seconded by Commissioner McDonough to approve Partial Payment No. 11 in the amount of \$57,648.96 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending July 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 July 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-2341, Partial Payment No. 11 in the amount of \$57,648.96, attachments thereto, provide the correct documentation of payments due Metropolitan Council through July 31, 2003; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$57,648.96 for services rendered through July 31, 2003, is hereby ratified.

5. Central Corridor Update

Steve Morris noted that he made a mistake at the last RCRRA meeting by saying that the 30-day review by the SHPO was underway. He stated that the 30-day review actually started last week.

Chair Ortega adjourned the meeting at 11:12 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

8/28/03
Date

Board Action Requested

Certify maximum levy of \$2,500,000 for Ramsey County Regional Railroad Authority for 2004

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

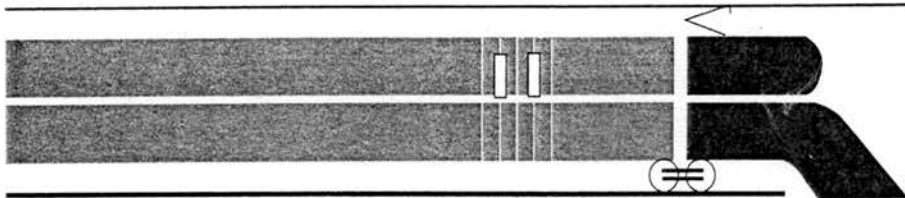
Documentation certified complete for:

September 2, 2003

Board Date

Kristine A. Longhenny
Signature

August 28, 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: 2004 Budget and Proposed Tax Levy for Truth in Taxation Notice

Date: August 28, 2003

The Truth in Taxation law requires the Ramsey County Regional Railroad Authority to certify a proposed net levy each year to the Property Records and Revenue Department. The levy must be certified by September 15, 2003, for 2004. The approved tax levy cannot exceed the certified levy.

Action on the proposed levy will be taken by Ramsey County Regional Railroad Authority on September 9, 2003. The budget for 2004 will be adopted in December, 2003.

The maximum levy for the Rail Authority in 2004 is estimated to be \$15,627,792. The proposed levy is \$2,500,000. This is a reduction of 41.6% from last year's levy, which was \$4,282,300.

Significant events which influence the budget are:

- (1) Strengths: Ramsey County has significant strengths in its transit projects. Ramsey County transit projects make sense from a business perspective.

The Central Corridor, with its high transit ridership and connection of the two downtowns, the University of Minnesota, the Midway commercial and industrial area and the Capitol, is a location for a major transit investment that passes the common sense test. It is the backbone of the regional system, with extensions possible to Woodbury, Inver Grove Heights, White Bear Lake, and many other suburban locations.

Union Depot in downtown St. Paul is the only current location in Minnesota that makes common sense as the hub for multimodal passenger rail and bus connections. Minneapolis no longer has a suitable location.

At long last, the Twin Cities is opening a light rail line in 2004. The success of Hiawatha light rail will influence the willingness to fund a true regional transit system.

- (2) Support/partnerships: Commutes are unpredictable. There is an increased recognition of the need for a long-range transportation-funding package. Chambers of Commerce have made transportation funding a priority and have expressed interest in partnering on the Central Corridor.
- (3) Union Depot: Ramsey County Regional Railroad Authority (RCRRA) has continued work on Union Depot as a multimodal transportation hub. The Minnesota Congressional delegation has expressed strong interest in the project.
- (4) State and federal outlook: Since the last budget was developed, the economy has continued its decline, state deficits have increased, federal funding for transit new start projects appears to be stable, and a new state administration was elected which has passenger rail as less of a priority than the previous administration. It is a time to think about future needs. Wise transit investments are necessary for the transportation system.
- (5) County precedent: Legislation was enacted in 2003 that requires Hennepin County RRA to fund half of the operating costs of the Hiawatha light rail line. Hennepin has funded more than 15% of the capital costs of the light rail line. The precedent of county regional railroad authority financial participation in rail projects has been set.
- (6) Previous RCRRA action: RCRRA's share of capital projects (Central, Union Depot, including high speed rail, Red Rock, Rush, Northeast Diagonal) for the next 10 years was estimated in 2002 at \$140 million. RCRRA in 2003 began setting aside funds in a reserve account that would establish a foundation for a subsequent bond issue or pay-as-you-go match for federal or other funding to implement transit projects.
- (7) Expectations from state: Focusing on an outcome of substantial state funding in 2004 is likely to be an unsuccessful strategy. If federal funds are to be expended, the counties probably will need to provide the match for federal funds.
- (8) If a locally preferred alternative is selected for the Central Corridor in 2004 and a decision is made to begin preliminary engineering, the cost for that work is likely to be \$10.5 million. Federal Administration proposals are to increase the local share of federal funds for new transit projects to 50% from the current 20%. Mn/DOT has committed \$5.25 million in federal funds to RCRRA for the Central

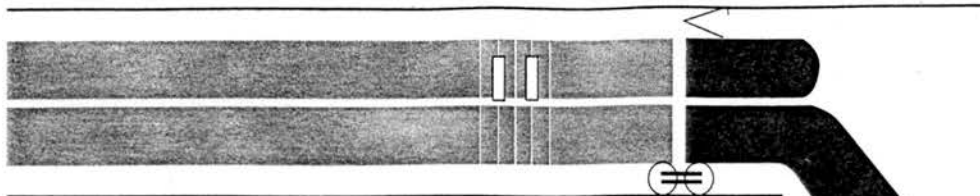
Corridor. A match for the federal funds of \$5.25 million would be needed. If no state funds are received in 2004, the local match would be split 70% Ramsey/30% Hennepin. Ramsey's share of the funds would therefore be \$3.675 million if this work is initiated in 2004.

- (9) The next phase of work for Union Depot is preliminary engineering and an Environmental Impact Statement. This is estimated to cost \$5 million and take two years to complete. There is the potential, but not the certainty, of \$750,000 in federal funds in 2004 for this work. If no state funds are received in 2004, the remainder of the \$5 million, if the Authority decides to undertake this work, would be the Authority's responsibility.

10) Fund balance information for 2002:

Reserves for Encumbrances		\$1,686,981
Reserves for Petty Cash		100
Designated for Subsequent Years		
Expenditures:		
NE Right of Way Acquisition	2,060,390	
Northeast Diagonal	2,165	
Central Corridor Transit Study	3,423	
Northeast Corridor Maintenance	30,980	
Contingent Liability	<u>750,000</u>	2,846,958
Undesignated		<u>4,329,203</u>
Total		\$8,863,242

The proposed levy will fund a portion of the budget and remaining needs for Union Depot and/or Central Corridor, if the Rail Authority desires to continue those projects, will come from the fund balance of the Rail Authority. Budgeting and Accounting will have more definitive totals for the September 9 Rail Authority meeting.



Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

September 16, 2003

11:00 a.m. or Immediately following County Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from September 9, 2003 RCRRA meeting
 2. Presentation by Amtrak
 3. Central Corridor update
 4. * Authorize the RCRRA Chair to execute the permit with Enventis Telecom, Inc.
 to install fiber optic-cables, conduits, and other fixtures near Earl Street in St.
 Paul for a one-time fee of \$1,500 to be paid to RCRRA by Enventis
- * Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, September 9, 2003, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Jim McDonough
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner (arrived at 10:25)
Commissioner Tony Bennett
Commissioner Susan Haigh

OTHERS PRESENT: Alicia Vap, Toni Coleman, Terry Speiker, Jane McClure,
Steve Morris, Marlen Johnson, Paul Kirkwold, Julie
Kleinschmidt, Darwin Lookingbill, Marion Holly

Chair Ortega called the meeting to order at 10:23 a.m.

1. Approve minutes from September 2, 2003 RCRRA meeting

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt to approve minutes from the August 26, 2003, RCRRA meeting.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

2. Certify maximum levy of \$2,500,000 for Ramsey County Regional Railroad Authority for 2004

(Commissioner Wiessner arrived at this time.)

Kathy DeSpiegelaere presented information on the budget and levy. She stated that the maximum levy must be certified by September 15, 2003, and the budget and final levy will be adopted in December 2003. The proposed maximum levy is \$2.5 million for 2004.

Commissioner McDonough noted that he supports the resolution. He stated that there was a time when RCRRA considered using levy dollars to start bonding up to \$150 million for future projects. He continued that this year, RCRRA has downsized even farther than last year to cover the potential of the Central Corridor and Union Depot projects. He added that there can't be a dependence on property tax levy dollars and there should be another way to fund transit projects.

Commissioner Haigh agreed with Commissioner McDonough. She stated that last year's was the right route to take. She noted that the \$2.5 million would cover Central Corridor and Union Depot work. She added that there should be a dialogue on what local share means and that local share should be a top priority for the RCRRA.

Commissioner Ortega stated that the 47% decrease in the levy over last year almost shaves a full point off the overall county levy. He also stated that funding operating costs should be a regional or statewide responsibility when it comes to transit and transportation.

Commissioner Reinhardt stated that one of the greatest misconceptions is that some people have is that roads are free and have no operating cost, and transit should pay its own way. In fact, roads are not free and buses/transit cannot pay for themselves.

Commissioner Rettman asked Commissioner Ortega if there was going to be a hearing on this item. Commissioner Ortega answered that there would be a hearing and discussion.

Roll call vote was taken:

Ayes – 6, Nays – 1
Motion accepted.

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

WHEREAS, The Minnesota Department of Revenue has notified the Ramsey County Regional Railroad Authority that the proposed net tax levy to finance the 2004 budget must be certified by September 15, 2003; and

WHEREAS, A provision of the Truth in Taxation Law is that the approved net tax levy for the 2004 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 2003; and

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

WHEREAS, The 2004 maximum allowable levy for Ramsey County Regional Railroad Authority is \$15,627,792; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2004 budget in the amount of \$2,500,000.

Chair Ortega adjourned the meeting at 10:35 AM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 9, 2003

Date

Board Action Requested

Presentation by Amtrak

DISCUSSION ONLY

Request Justification

A presentation will be given at the meeting by Mike Franke and Bob Kollmar of Amtrak's Chicago office.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 16, 2003

Board Date

Kristine A. Longhewy
Signature

September 9, 2003
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 9, 2003

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:

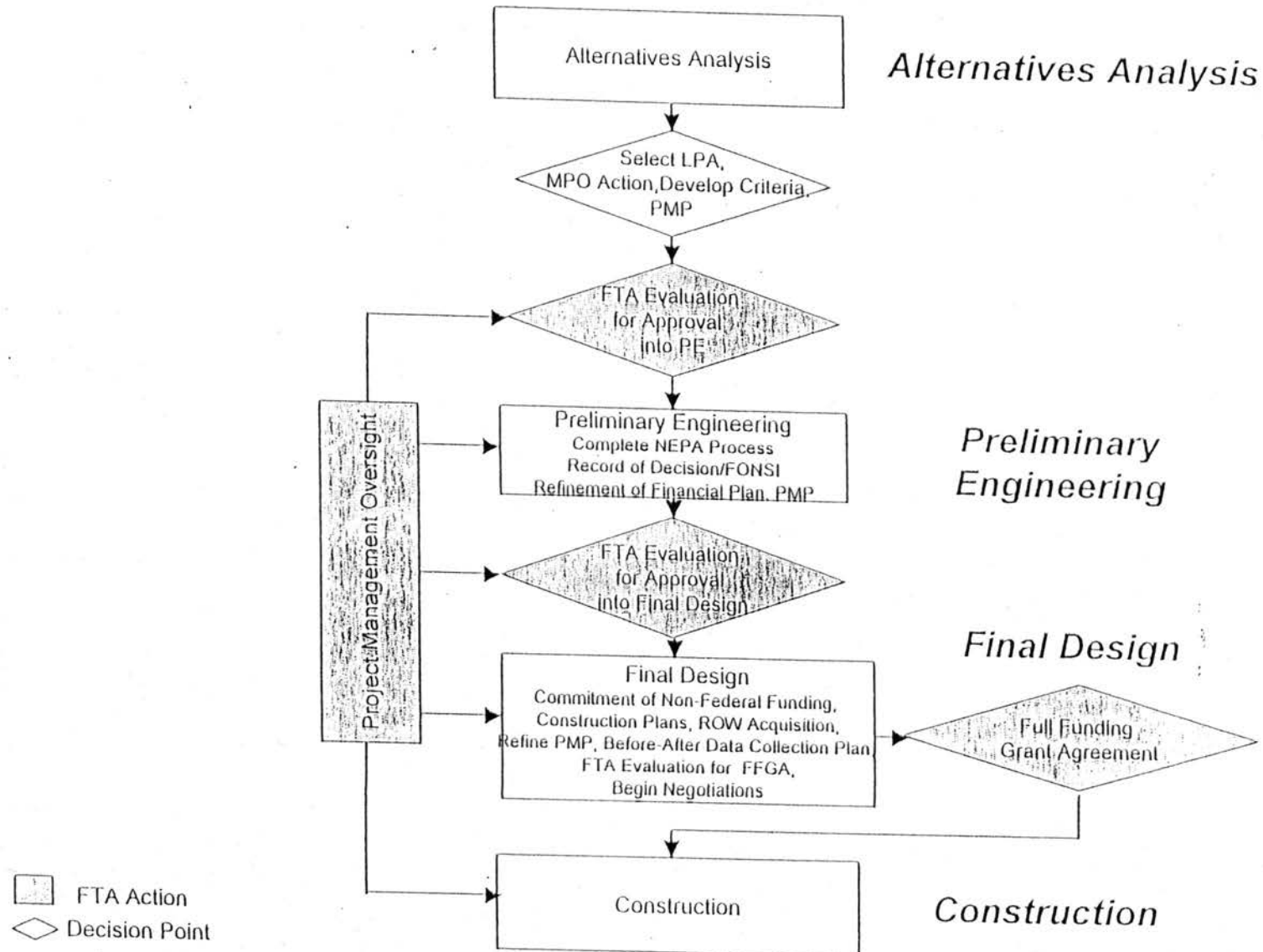
September 16, 2003

Board Date

Kristine A. Longhenry
Signature

September 9, 2003
Date

TEA-21 New Starts Planning and Project Development Process



Central Corridor Update September 16, 2003

The Central Corridor is currently at the project development stage depicted in the top diamond of the attached FTA flow chart. Components involved are shown in the following table. Changes since the last report are shown in **BOLD**.

Submit Draft AA/DEIS to FTA	Complete
Phase I Cultural Resources Report	Draft received; 30 day SHPO review underway.
AA/DEIS submitted to FTA with Revisions	Fall
FTA Approval of AA/DEIS for Hearings	Fall
AA/DEIS Released to Public	
Develop Project Management Plan	Draft Complete
Conduct Additional Design and Community Outreach Work	RFP's Issued. Recommendations to RCRRA on August 26, 2003. Contracts and grant agreements in negotiation.
Conduct Phase II Cultural Resources Work	RFP Issued. Proposals for Phase II Cultural Resources work received. Evaluations underway.
Public Hearings Held by Coordinating Committee	
Select Locally Preferred Alternative	
Submit New Starts Criteria to FTA	Met Council

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

September 9, 2003

Date

Board Action Requested

Authorize the RCRRA Chair to execute the permit with Enventis Telecom, Inc. to install fiber optic-cables, conduits, and other fixtures near Earl Street in St. Paul for a one-time fee of \$1,500 to be paid to RCRRA by Enventis.

ACTION IS REQUESTED

Request Justification

See attached:

- 1) Proposed resolution
- 2) Memorandum from K. DeSpiegelaere dated 9/11/03
- 3) Permit Number PNE 088

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

September 16, 2003

Board Date

Kristine A. Longhenry

Signature

September 9, 2003

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 16, 2003

No.: R03-47

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, Enventis Telecom, Inc. has requested permission to use the right of way near Earl Street in St. Paul to install fiber optic-cables, conduits, and other fixtures as included in the permit; and

WHEREAS, Enventis Telecom, Inc. has agreed to pay a one-time fee of \$1,500 for the permit; and

WHEREAS, A permit has been negotiated to provide for the installation of the fiber optic cables; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Chair is authorized to execute the permit with Enventis Telecom, Inc. to install fiber optic-cables, conduits, and other fixtures as included in the permit, near Earl Street in St. Paul for a one-time fee of \$1,500 to be paid to the RCRRA by Enventis.

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
Paul Kirkwold, Ramsey County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Permit at Earl Street in St. Paul, Enventis Telecom Permit

Date: September 11, 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.

Enventis Telecom, Inc. has requested permission to use the right of way near Earl Street in St. Paul to install fiber optic-cables, conduits, and other fixtures in the permit. Enventis has agreed to pay a one-time fee of \$1,500 for the permit.

This permit was reviewed by RCRRA staff. Construction will not adversely affect the RCRRA from using the right of way for transit or trail purposes. Enventis is aware that RCRRA recently negotiated a permanent easement with the City of St. Paul for the Phalen Boulevard roadway. Enventis is also acquiring a permit from the City of St. Paul to install the fiber optic-cable in the future Phalen Boulevard right-of-way, and is aware that they may need to adjust their cable if required by the City to avoid conflicts with the Phalen Boulevard project.

Recommendation:

I am requesting that you authorize the RCRRA Chair to execute the permit with Enventis Telecom, Inc. to install fiber optic-cables, conduits, and other fixtures, near Earl Street in St. Paul for a one-time \$1,500 fee to be paid to the RCRRA by Enventis Telecom.

Attachments

PERMIT

This permit, made this 10th day of September, 2003, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereafter referred to as "RCRRA"), and Enventis Telecom, Inc., a Minnesota corporation, party of the second part (hereinafter "Permittee").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former St. Paul to Maplewood branch line right of way, located within the NE ¼ of the SW ¼ of Section 32, Township 29 North, Range 22 West, Ramsey County, 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 No. 2693267;

WHEREAS, Permittee has installed or caused to be installed on the right of way an underground fiber optic facility, including fiber optic cables, conduits, and other appurtenant fixtures for communications purposes (hereinafter the "Facilities");

WHEREAS, RCRRA is desirous of cooperating with Permittee, provided its future options for developing the right of way are not precluded.

NOW, THEREFORE, in order to define the rights of the respective parties at the present and in the future, it is agreed as follows:

1. License to Use. Permit to use: RCRRA hereby grants Permittee a non-exclusive permit, subject to all rights, interests and estates of third parties and upon the terms and conditions set forth below to use that portion of the RCRRA's right of way as shown on Exhibit A hereto (the Premises) to construct, operate and maintain the Facilities.
2. Consideration. In consideration of the foregoing, Permittee will pay to RCRRA as the one-time fee for this permit and privileges herein, the sum of One Thousand Five Hundred Dollars (\$1,500.00).
3. Term. This Permit shall commence on the Effective Date and shall continue for a period of thirty (30) years, subject to prior termination as described herein, and shall continue thereafter on a six-month-to-six-month basis unless terminated by either party giving prior written notice to the other party at least ninety (90) days prior to the expiration of the term or renewal term.
4. Relocation. At the request of RCRRA with reasonable notice of not less than one hundred and twenty (120) days, Permittee, at its sole cost and expense, shall relocate the line to other areas of the right of way or change the elevation of the

line as determined by RCRRA, for any reason deemed necessary by RCRRA. Should Permittee wish to relocate the line to a different area of the right of way, such relocation will be subject to the written approval of RCRRA, which approval may be withheld at the discretion of RCRRA.

5. Restoration. Permittee shall be responsible to restore and repair any areas of the right of way disturbed by its use of the premises under this permit, at the sole cost and expense of Permittee, to a condition reasonably acceptable to RCRRA.
6. Maintenance. All costs of maintaining and repairing the line shall be the sole responsibility of Permittee. Permittee recognized that the line traverses property which will be landscaped and maintained in a natural state. No cutting or clearing of vegetation upon the premises shall be done without the prior written consent of RCRRA, its agents or assigns. Should cutting or clearing be conducted on the RCRRA property by Permittee in violation of this condition, Permittee shall be responsible to replace, at its sole cost and expense, any cut or cleared trees, shrubbery, or other vegetation with reasonable substitute, to be approved by RCRRA, its agents or assigns.
7. Taxes. Permittee shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
8. Indemnification. Except to the extent caused by the gross negligence or intentional acts of RCRRA, its commissioners, agents and/or employees, Permittee shall protect, indemnify, and hold harmless RCRRA, its commissioners, agents, and employees, from and against any and all costs, expense, liability, loss claims for damages, action, or causes of action arising out of, connected with, or caused by its use of the premises pursuant to this permit.
9. Insurance. In order to protect itself, as well as RCRRA under the indemnification provisions set forth in paragraph 8, Permittee agrees to purchase and maintain in force during the entire term of this permit a policy of General Liability Insurance with a maximum coverage limit of \$1,000,000.00. RCRRA shall be added as an additional insured on the policy with cross-suits endorsement included to the benefit of RCRRA. Permittee shall evidence and keep in force worker's compensation and employee's liability coverage in accordance with Minnesota State statutes during the term of this permit. Nothing in this permit shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.
10. Non-exclusivity. This permit is non-exclusive and the license herein granted is subject to the outstanding rights of others to occupy the premises. RCRRA warrants and represents that any subsequent rights granted to third parties with respect to the right-of-way shall be made subject to Permittee's rights herein.

11. Termination. The RCRRA may terminate this permit by giving Permittee at least one hundred and eighty days' prior notice in writing to that effect, and thereupon Permittee shall remove its Facilities from the right of way as soon as reasonably possible and restore premises to the satisfaction of RCRRA. If Permittee shall fail so to do, RCRRA may remove or otherwise dispose of the line as it sees fit at the expense of Permittee, without any liability for damages.
12. Notices. Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
Saint Paul, MN 55102
RE: _____

And to Permittee at:

Enventis Telecom, Inc
Attention: Walt Prah, Chief Operating Officer
30 West Superior Street
Duluth, MN 55802-2093

13. Assignment. This agreement shall be freely assignable by either party hereto, provided that Permittee shall notify the RCRRA in writing of any such assignment, and any such assignee shall be bound by all terms and conditions of this agreement.

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

[Signature page to follow.]

Approved as to form and executions: Ramsey County Regional Railroad Authority

David F. MacMillan
Assistant Ramsey County Attorney

By: _____
Chair Date

ENVENTIS TELECOM

Recommended for Approval

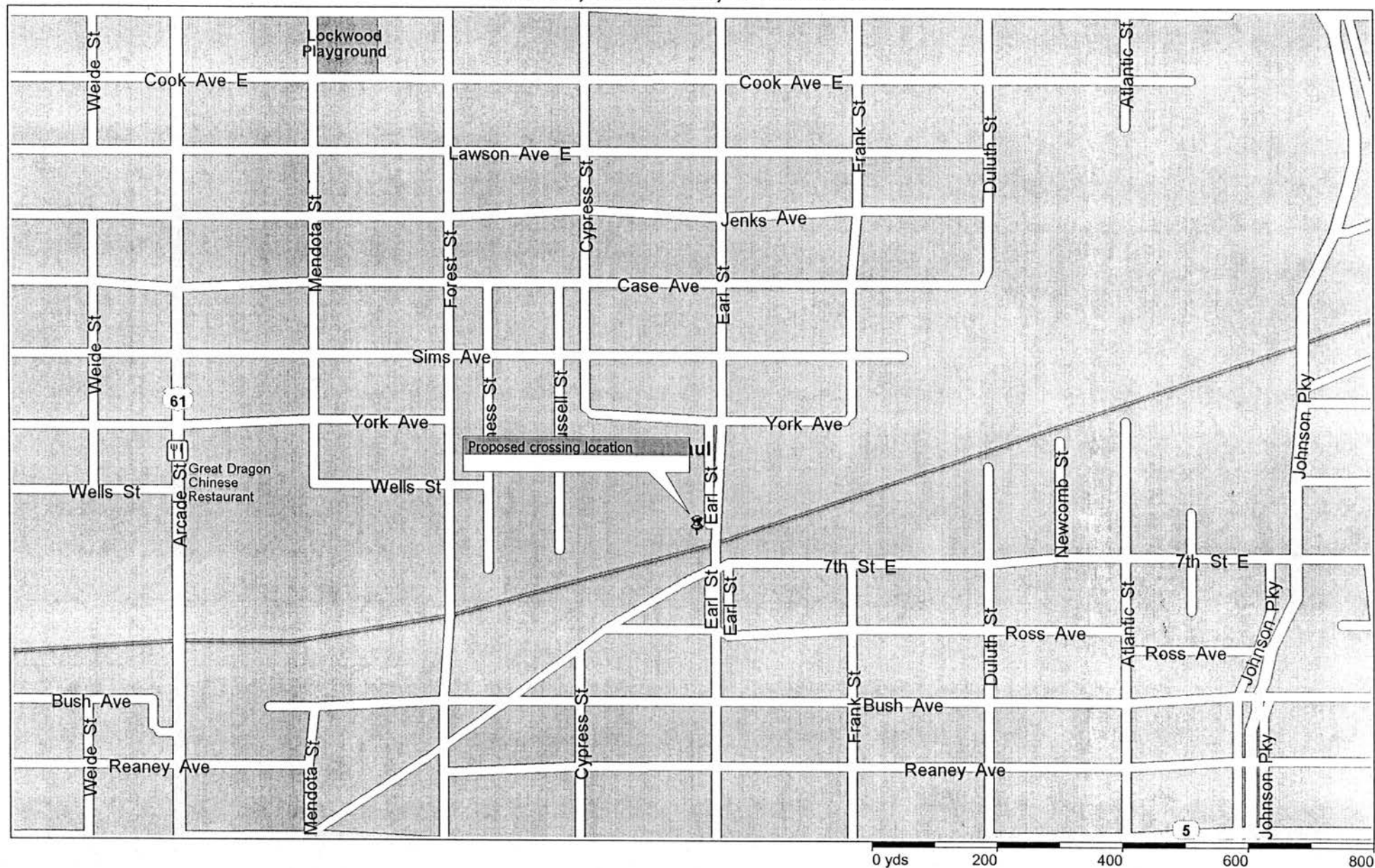
By: Walter P. [Signature]

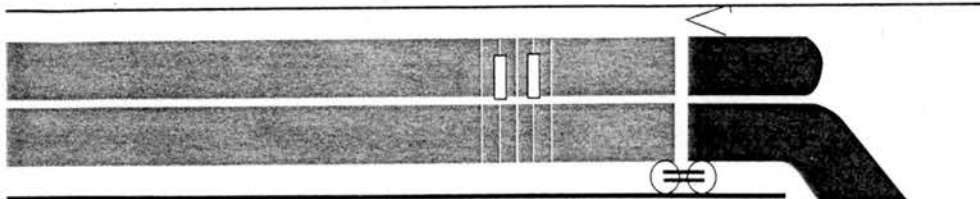
By: _____
Director

Its: Chief operating officer

Date: 9/10/03

St. Paul, Minnesota, United States





Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Worksession

September 23, 2003

10:30 or immediately following the County Board meeting

**Room 220 Courthouse
Large Conference Room**

1. Discussion of 2004 work plan for the Ramsey County Regional Railroad Authority

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY WORKSESSION

The Ramsey County Regional Railroad Authority met on Tuesday, September 23, 2003, in the large conference room in Room 220, Courthouse.

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

OTHERS PRESENT: Kathy DeSpiegelaere, Alicia Vap, Steve Morris, Julie Kleinschmidt, David MacMillan, John Choi, Nick Riley, Dave Verhasselt, Barbara Lawry, Sara Merz, Ken Martin, Kris Longhenry

Chair Ortega called the worksession to order at 11:16 a.m.

1. Discussion of 2004 work plan for the Ramsey County Regional Railroad Authority

Kathy DeSpiegelaere distributed a copy of an e-mail sent from Ed Proetz, Enventis Telecom, to her regarding the urgency of the RCRRA to approve a permit for installation of fiber optic cables, conduits and other fixtures near Earl Street in St. Paul for a one-time fee of \$1,500 to be paid to the RCRRA. Kathy informed the council that at the last RCRRA meeting, held on 9/16/03, the RCRRA tabled this item until further discussion was made on permits/leases. A motion was made by Commissioner Bennett, seconded by Commissioner Wiessner to remove this item from the table and open it up for discussion.

Ayes – 7, Nays – 0
Motion accepted.

Commissioner Reinhardt commented that when the RCRRA tabled this item, they weren't aware of the timing issues. She stated that there would still be negotiations. Commissioner Rettman commented that there could be a different policy so all the contracts could be renewed and renegotiated. Commissioner Ortega noted that there would be a discussion on this item when it is being negotiated.

A motion was made by Commissioner Bennett seconded by Commissioner Reinhardt to approve authorization of installation of the fiber optic cables, conduits and other fixtures subject to our negotiations, seconded by Commissioner Reinhardt.

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, Enventis Telecom, Inc. has requested permission to use the right of way near Earl Street in St. Paul to install fiber optic-cables, conduits, and other fixtures as included in the permit; and

WHEREAS, Enventis Telecom, Inc. has agreed to pay a one-time fee of \$1,500 for the permit, which is subject to modifications based on future policy changes by the Ramsey County Regional Railroad Authority; and

WHEREAS, A permit has been negotiated to provide for the installation of the fiber optic cables;
Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority Chair is authorized to execute the permit with Enventis Telecom, Inc. to install fiber optic-cables, conduits, and other fixtures as included in the permit, near Earl Street in St. Paul for a one-time fee of \$1,500 to be paid to the RCRRA by Enventis.

Kathy DeSpiegelaere distributed a copy of her presentation, which shows a direction for a business plan. She stated that transit didn't fare well during the last legislative session, so the RCRRA should reexamine its way of doing business.

Kathy DeSpiegelaere reported that she spoke with eighteen different individuals, none of whom work day to day with transit, and asked questions about the direction of the RCRRA and its studies of transit. Commissioner Rettman asked if when talking to individuals, were they thinking of one or more terms for legislators? Kathy answered that it was an open issue.

Kathy DeSpiegelaere commented that some of the feedback from the individuals stated that Ramsey County should work off its many strengths, such as the Central Corridor being the best corridor for transit in the state and the Union Depot becoming a major transit center. Kathy noted that the City Council needs to be on board with decisions, but she is unsure that the Central Corridor could get the majority vote from the City Council. Commissioner Haigh stated that the City Council already voted for support of University Avenue. Commissioner Rettman noted that the City Council supports the Central Corridor, but doesn't support funding it.

Commissioner Haigh commented that it is very thoughtful for RCRRA to begin thinking on how to move forward. She's spent a lot of time with business leaders. She included that one sacred cow could be that in the future in Rail Authority it would be appropriate to move agenda items. She stated that the Metropolitan Council stalls the overall financing effort, and is reliant on the governor. She said there needs to be a change radical enough so the new administration will notice. She commented that there needs to be independence to use financing sources for transit and a board made up of elected officials. She stated that it would be a good idea to look at other communities that have had successful referendums. Commissioner McDonough agreed with Commissioner Haigh, but said that a new structure won't occur until there is trust and confidence. He stated that messages shouldn't always be changed around; there should just be one message and just build on that one message. He added that there is always distrust among administration and others.

Commissioner Wiessner thanked Kathy and staff for the presentation. She believed that it would be a good idea to quietly work on projects, but not too quickly. She also believed RCRRA needs to work on the governance issue because the governance issue is a barrier to the whole region. She agreed with asking staff to develop a plan to come back to RCRRA.

Commissioner Reinhardt noted that the work plan allows us to not bite off more than we can chew. She stated that she's in support of coming back with a work plan so it would be possible to move forward.

Commissioner Rettman stated that she was not clear about what the business plan will entail, and requested a copy of the St. Paul Chamber of Commerce business plan.

Commissioner Ortega informed the RCRRA that they need to take a fresh look at the business plan before they can move on. He included that the RCRRA needs a message and then details of different corridors can be worked on.

Commissioner Bennett commented that the RCRRA needs to work on its strengths, such as the fact that at the State Fair, 40% of all the fairgoers used buses this year. Commissioner Haigh agreed with Commissioner Bennett and pointed out that an opportunity to help define that message and get the message out there is one of the big gaps that the RCRRA has right now.

Kathy DeSpiegelaere stated suggested that if the Commissioners had any items to include in the business plan or suggestions on individuals to speak to about this, let her know. She added that the individuals that she has already spoken with were interested in commenting or reviewing the business plan.

Chair Ortega adjourned the meeting at 12:13 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhenry
Authorized Signature

9/18/03
Date

Board Action Requested

Discussion of 2004 work plan for the Ramsey County
Regional Railroad Authority

DISCUSSION ONLY

Request Justification

Discussion will occur at the meeting.

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

September 23, 2003

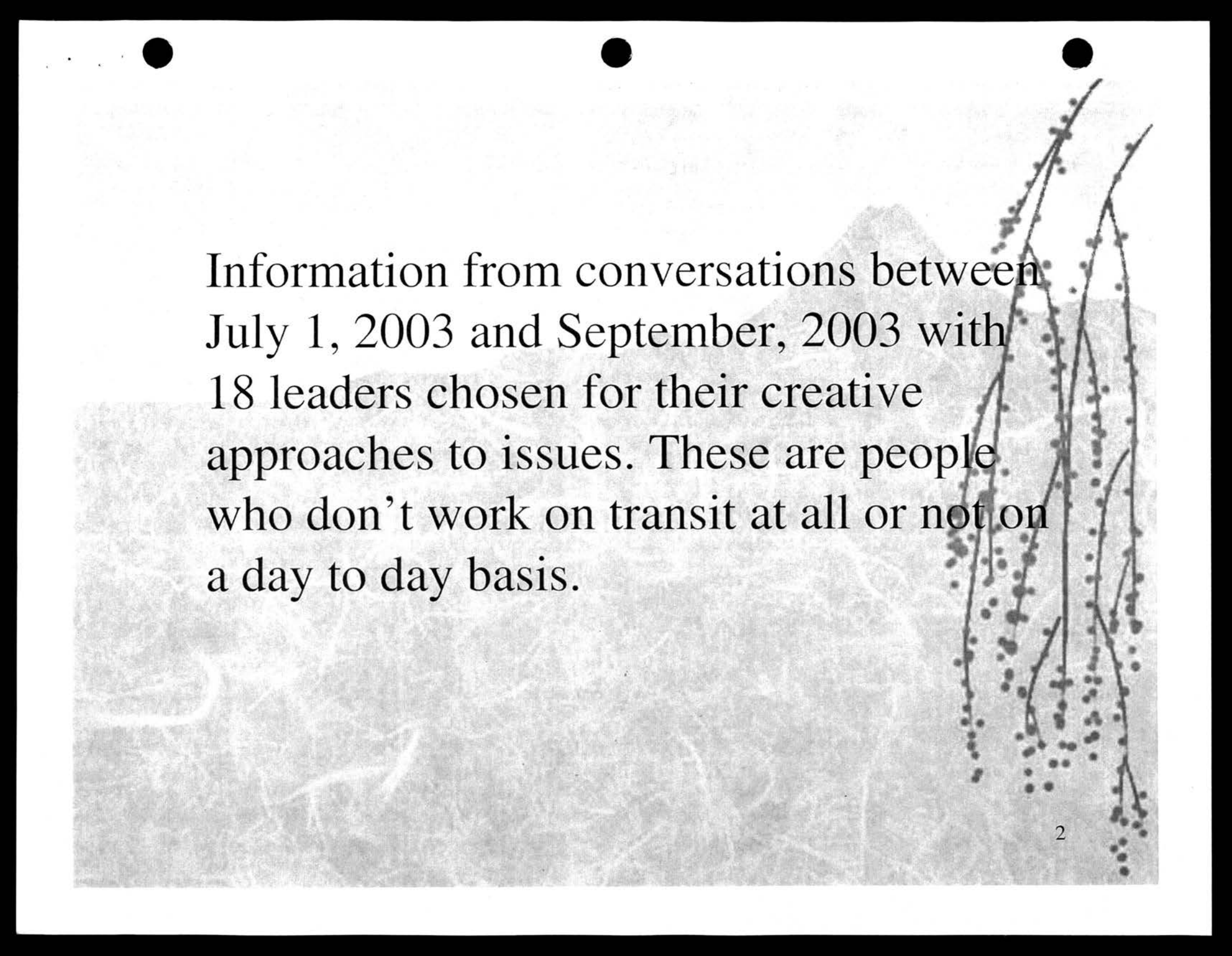
Board Date

Kristine A. Longhenry
Signature

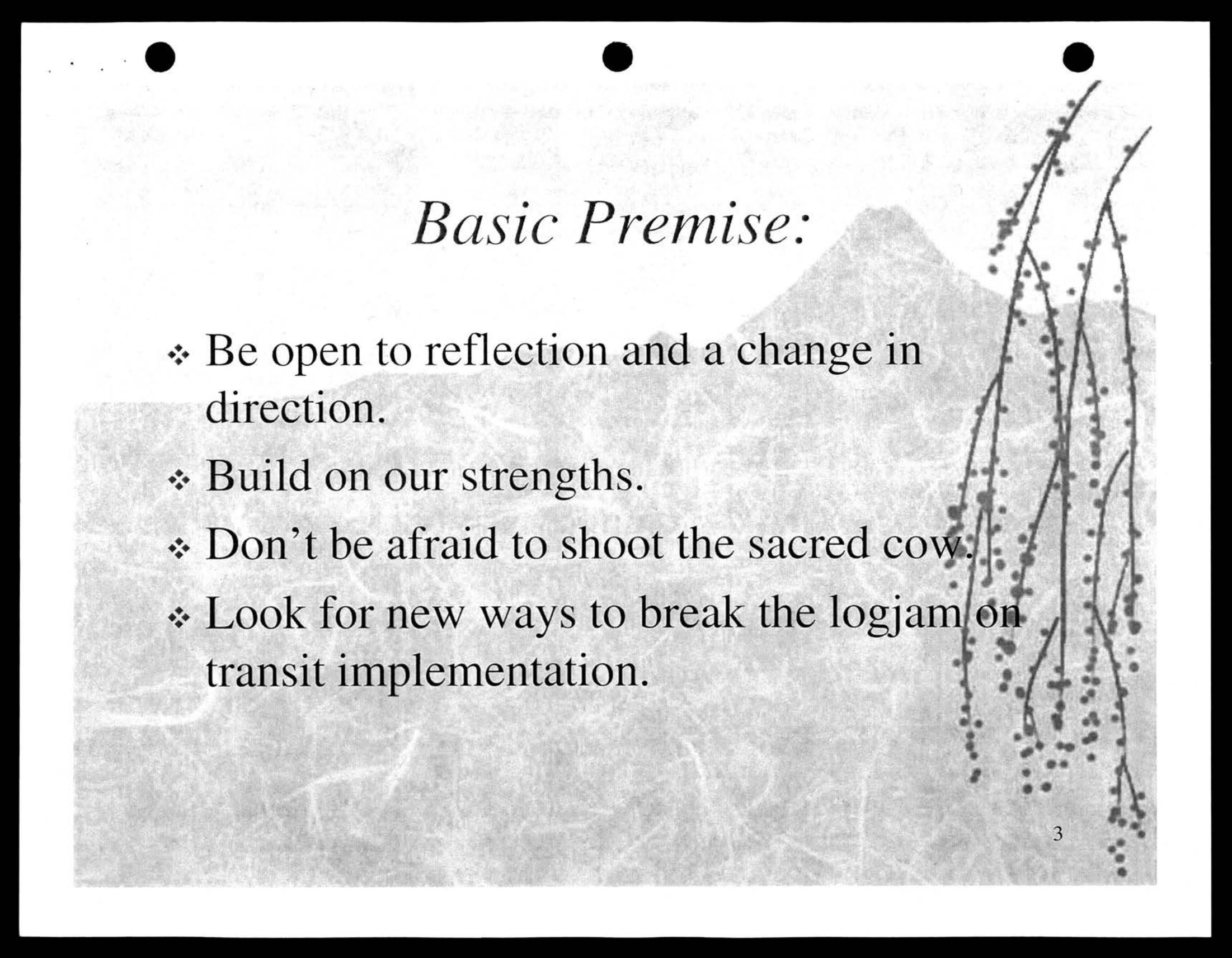
September 18, 2003
Date

*Work Session
Ramsey County Regional
Railroad Authority
Direction for Business Plan*

September 23, 2003

The background of the slide features a grayscale photograph. On the right side, there is a willow tree with long, drooping branches covered in small, dark leaves. In the background, a mountain range is visible under a light sky. The overall texture of the background image is slightly grainy.

Information from conversations between
July 1, 2003 and September, 2003 with
18 leaders chosen for their creative
approaches to issues. These are people
who don't work on transit at all or not on
a day to day basis.



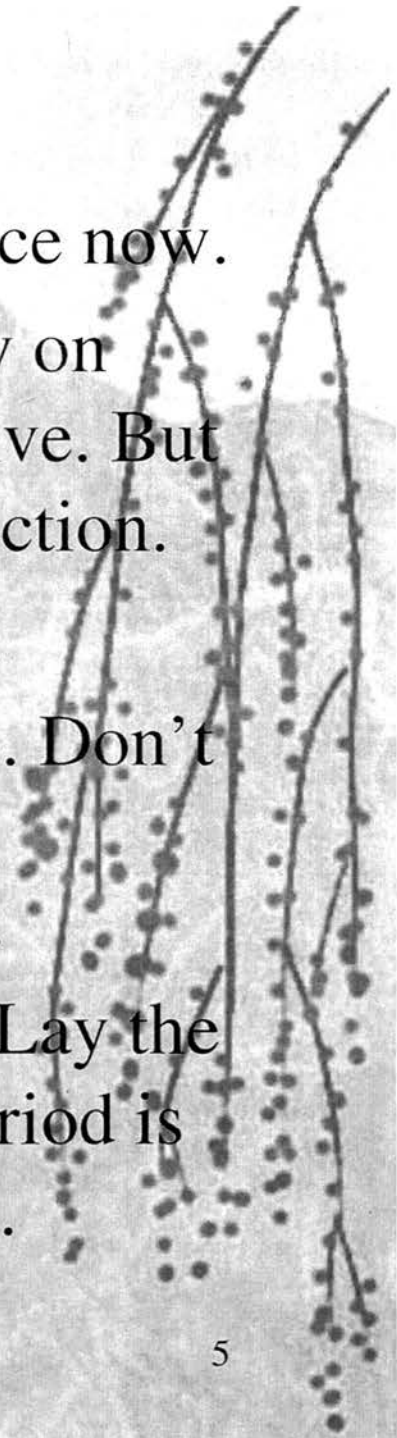
Basic Premise:

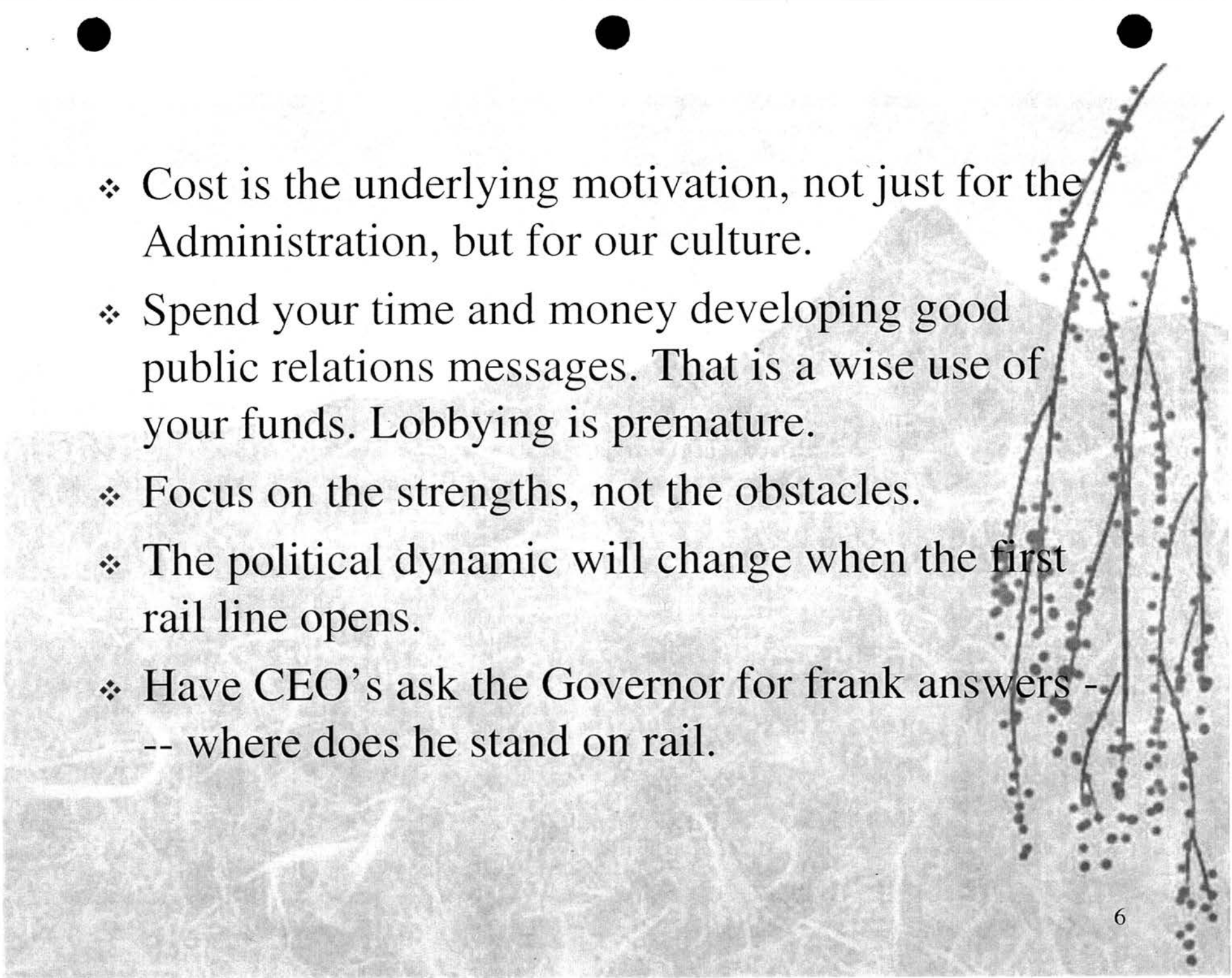
- ❖ Be open to reflection and a change in direction.
- ❖ Build on our strengths.
- ❖ Don't be afraid to shoot the sacred cow.
- ❖ Look for new ways to break the logjam on transit implementation.

Information Received:

During this Administration.....

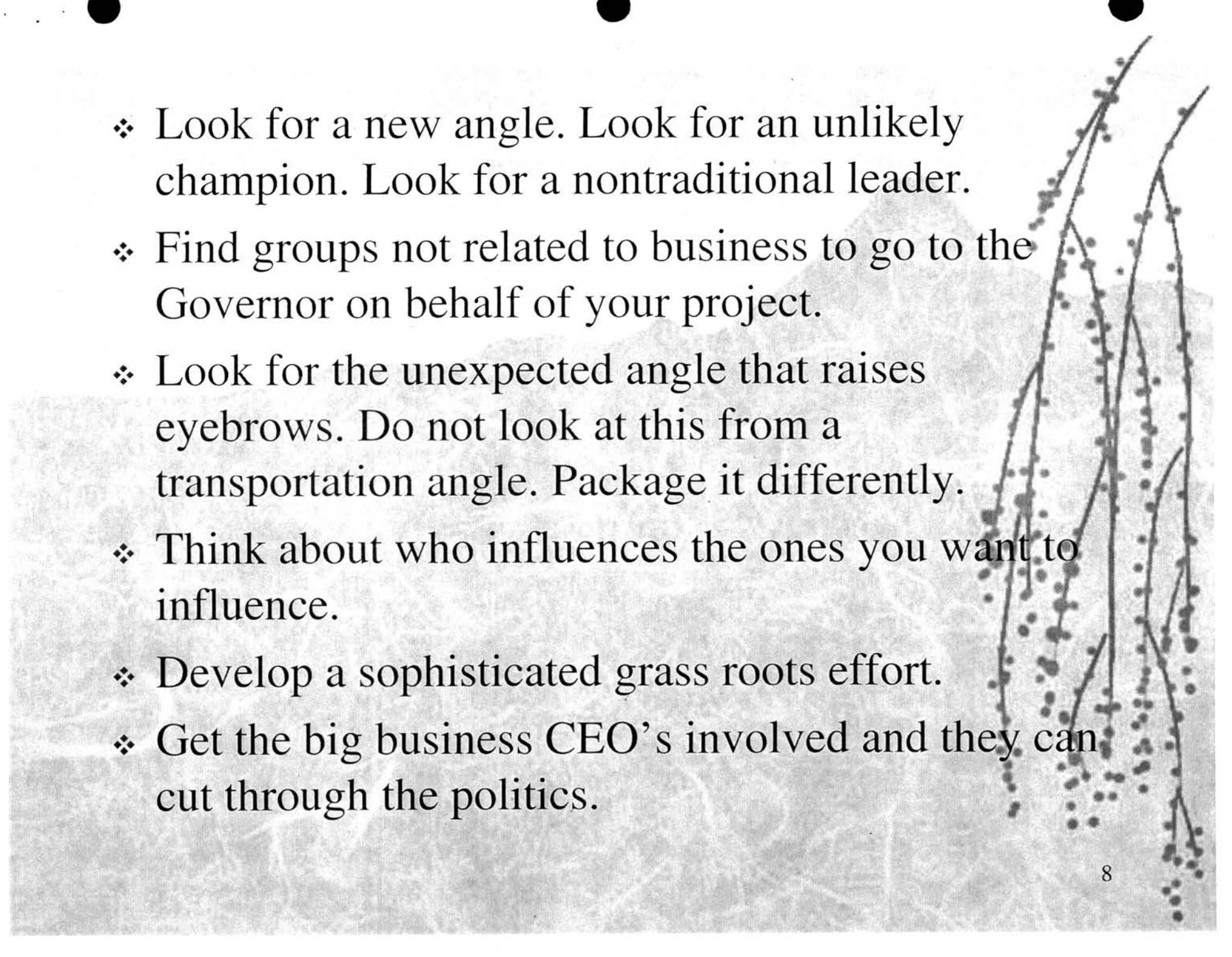
- ❖ No optimism that something will happen on transit during this Administration, with one exception.
- ❖ The Governor wants to solve the transportation problem.
- ❖ Keep working on transit or you'll have to start all over and expend a lot of energy gearing up at the end of this Administration. You can't afford to put projects on hold for 3.5 years. Hang in there. Be tenacious.

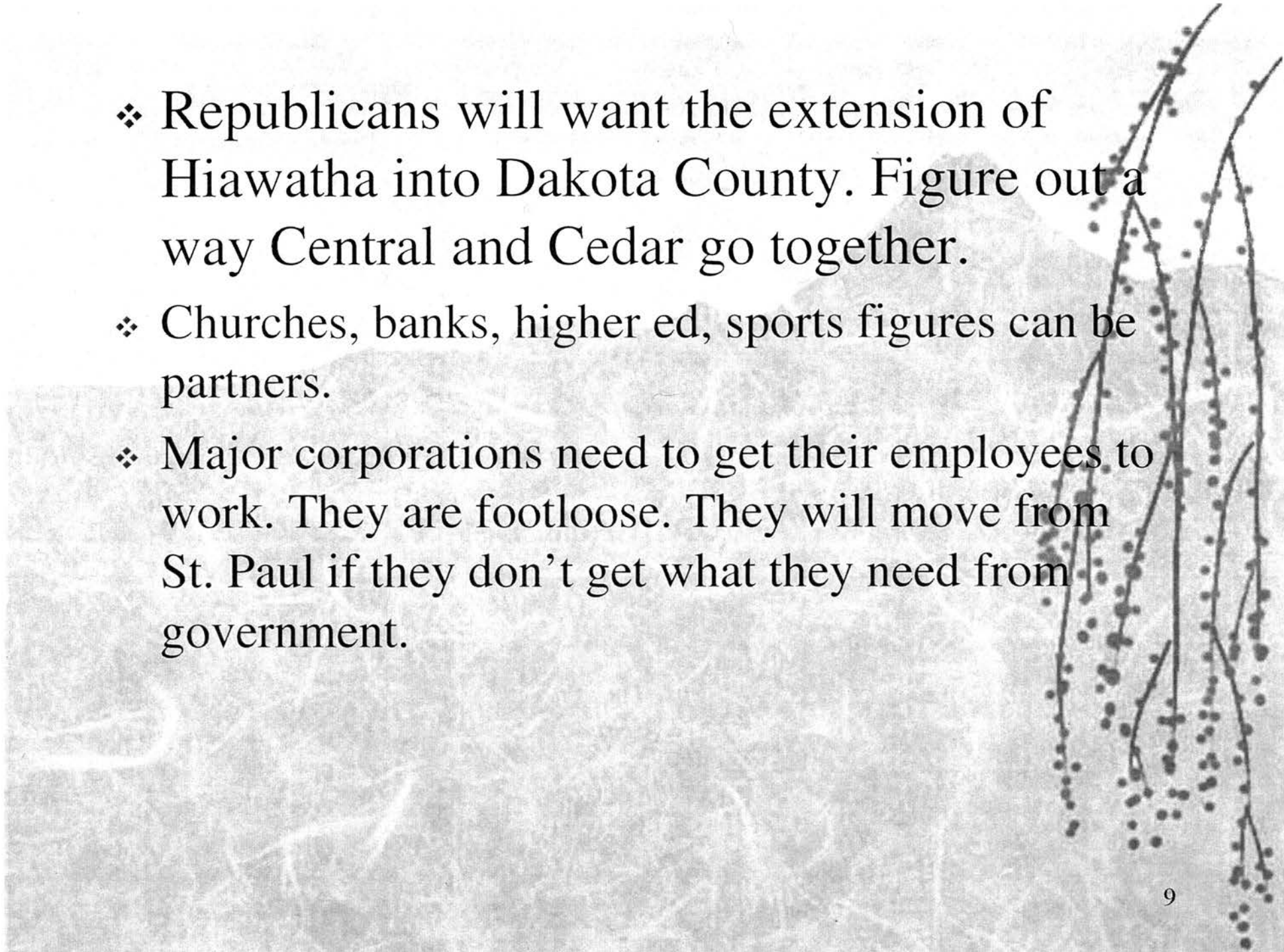
- 
- ❖ Do the structural piece including governance now.
 - ❖ Keep going on technical work. Don't delay on selecting Central locally preferred alternative. But get the base of support in place for the selection.
 - ❖ Carefully build rail authority fund balance.
 - ❖ Set small benchmarks. Lower expectations. Don't focus on money as the outcome. Let go of outcomes. Don't bite off too much at once.
 - ❖ Build coalitions during the next 3.5 years. Lay the ground work. Expand the circle. A quiet period is better for now. Be offensive, not defensive.

- 
- The background of the slide features a grayscale photograph. On the right side, there is a willow tree with long, drooping branches covered in small, dark buds or leaves. In the background, a mountain range is visible under a light sky. The overall tone is quiet and contemplative.
- ❖ Cost is the underlying motivation, not just for the Administration, but for our culture.
 - ❖ Spend your time and money developing good public relations messages. That is a wise use of your funds. Lobbying is premature.
 - ❖ Focus on the strengths, not the obstacles.
 - ❖ The political dynamic will change when the first rail line opens.
 - ❖ Have CEO's ask the Governor for frank answers -- where does he stand on rail.

Coalitions.....

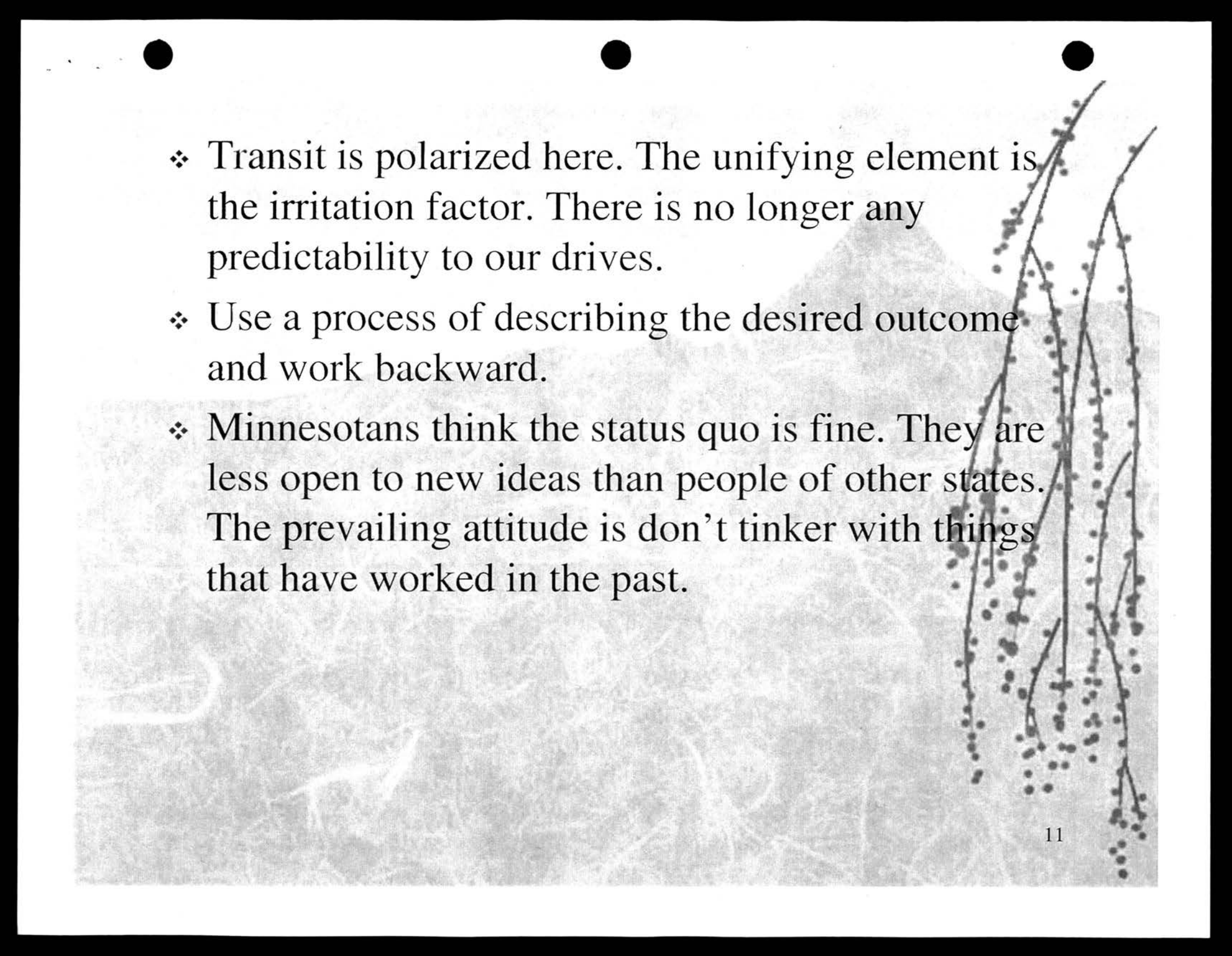
- ❖ Build high powered business coalition on transit in the next 3.5 years. Include Labor.
- ❖ This isn't about consensus. This is about what leaders can agree to in private.
- ❖ St. Paul and Minneapolis City Council support is essential.
- ❖ Coleman and Kelly are necessary supporters.
- ❖ Reinforce Northstar. Build up good will to get it funded.

- 
- ❖ Look for a new angle. Look for an unlikely champion. Look for a nontraditional leader.
 - ❖ Find groups not related to business to go to the Governor on behalf of your project.
 - ❖ Look for the unexpected angle that raises eyebrows. Do not look at this from a transportation angle. Package it differently.
 - ❖ Think about who influences the ones you want to influence.
 - ❖ Develop a sophisticated grass roots effort.
 - ❖ Get the big business CEO's involved and they can cut through the politics.

- 
- ❖ Republicans will want the extension of Hiawatha into Dakota County. Figure out a way Central and Cedar go together.
 - ❖ Churches, banks, higher ed, sports figures can be partners.
 - ❖ Major corporations need to get their employees to work. They are footloose. They will move from St. Paul if they don't get what they need from government.

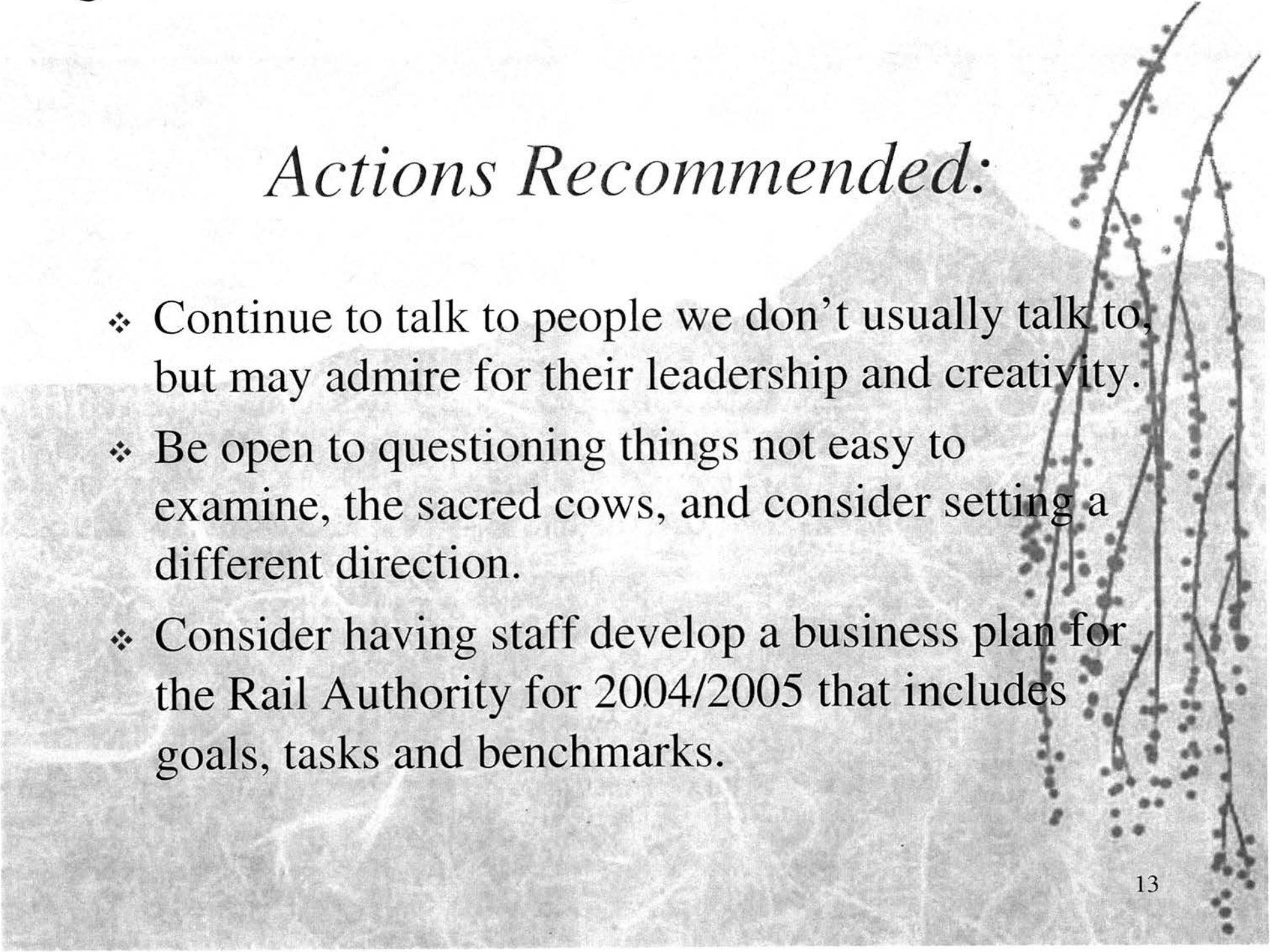
Reaching People.....

- ❖ The traditional ways of reaching people through newspapers are no longer as effective.
- ❖ Those who oppose rail are not going to be swayed by the usual elected officials who support rail talking to them.
- ❖ This is a leadership, not a lobbyists, role.
- ❖ The message of transit advocates is not clear, is unknown.

- 
- ❖ Transit is polarized here. The unifying element is the irritation factor. There is no longer any predictability to our drives.
 - ❖ Use a process of describing the desired outcome and work backward.
 - ❖ Minnesotans think the status quo is fine. They are less open to new ideas than people of other states. The prevailing attitude is don't tinker with things that have worked in the past.

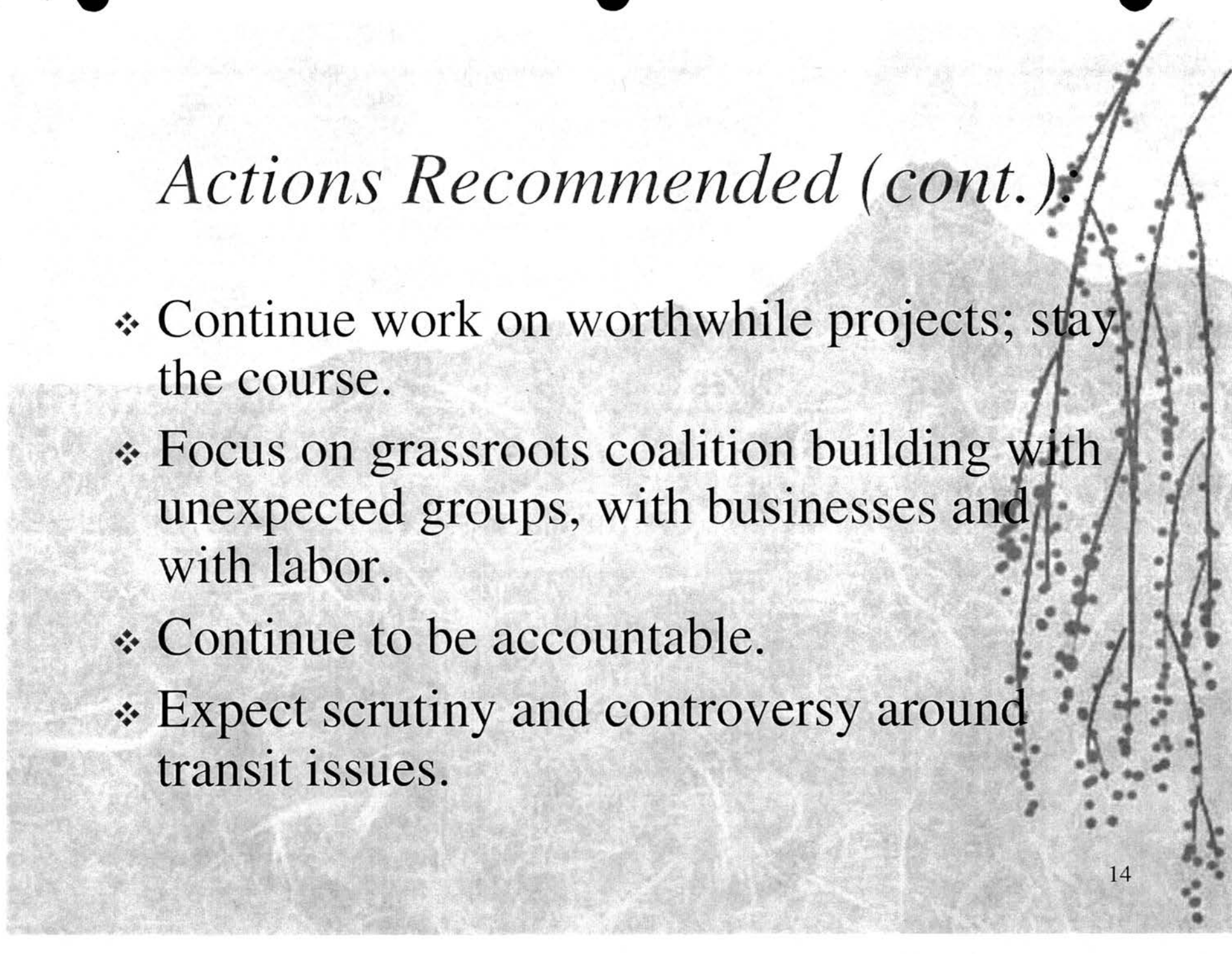
What Others Are Doing:

- ❖ Hiawatha will open April 3, 2004.
- ❖ Northstar will seek \$126 million in state funding in the 2004 legislative session.
- ❖ Cedar Avenue Corridor is seeking \$25 million in state funding in 2004 for environmental impact statement, preliminary engineering and bus improvements.
- ❖ Southwest Corridor in Hennepin county will initiate with county funding additional engineering work in 2004.

The background of the slide features a grayscale image of a mountain range on the left and a willow tree with drooping branches on the right. The willow branches are covered in small, dark, round buds or leaves. The overall tone is artistic and somewhat somber.

Actions Recommended:

- ❖ Continue to talk to people we don't usually talk to, but may admire for their leadership and creativity.
- ❖ Be open to questioning things not easy to examine, the sacred cows, and consider setting a different direction.
- ❖ Consider having staff develop a business plan for the Rail Authority for 2004/2005 that includes goals, tasks and benchmarks.



Actions Recommended (cont.):

- ❖ Continue work on worthwhile projects; stay the course.
- ❖ Focus on grassroots coalition building with unexpected groups, with businesses and with labor.
- ❖ Continue to be accountable.
- ❖ Expect scrutiny and controversy around transit issues.

Sacred Cow Examples:

- State bonding is the way to fund the state's share of transit capital costs.
- Property tax should not fund transit.
- Gas tax is for highways.

Economic Development Is a Local Issue and Should Be Funded Locally.

- If a rail line doesn't serve me directly, it doesn't benefit me.
- Rail is social engineering.
- Physical infrastructure is the only way to address transportation needs.

Drivers of Autos Don't and Won't Ride Transit.

- Everyone affected along a rail line must be satisfied or appeased.
- Operating funding for all corridors needs to be addressed.
- We need to retain the rail authority's tax capabilities.

Counties Need to Be Involved in Transit Decisions.

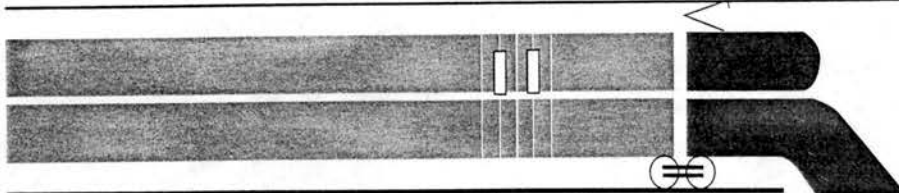
- Rail Authorities should be retained.
- Rail Authority staff need to be involved in transit.
- Elected officials need to make transit decisions.

Business Needs to Be in a Leadership Role.

- We don't subsidize roads.
- Newspapers are a good way to influence public opinion.
- Lobbying is essential.

We Need to Be Forceful or Others Will Get Ahead of Us in the Transit Queue.

- All counties need to agree on priorities for transit implementation.
- All corridors need to make progress.
- We can only implement one corridor at a time.



Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

October 7, 2003

Immediately following Housing and Redevelopment Authority meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from September 16, 2003 RCRRRA meeting
 2. * State Legislative requests for 2004
 3. * Approve budget adjustment of \$70,000 for Central Corridor Coalition
 4. Central Corridor update
 5. Discussion of right of way acquisition in Maplewood and White Bear Lake
 6. * Approve Phalen Boulevard right of way plans
 7. * Ratify Partial Payment No. 12 in the amount of \$77,374.14 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending August 31, 2003
 8. * Ratify Partial Payment No. 2 in the amount of \$7,998.36 to LTK Engineering Services, Inc. for consulting services on the Union Depot study for the period ending June 30, 2003
- * Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, September 16, 2003, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Jim McDonough (arrived at 11:16)
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner
Commissioner Tony Bennett
Commissioner Susan Haigh

OTHERS PRESENT: Alicia Vap, Terry Speiker, Jane McClure, Steve Morris,
Julie Kleinschmidt, Darwin Lookingbill, Mike Franke, Bob
Kollmar, Dave Staplin, Tom Matoff, Don Herron, Lisa
Lee, Don Miles, Kris Longhenry

Chair Ortega called the meeting to order at 11:15 a.m.

1. Approve minutes from September 9, 2003 RCRRRA meeting

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt to approve minutes from the August 26, 2003, RCRRRA meeting.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

3. Central Corridor Update

(Commissioner McDonough arrived at this time.)

Steve Morris stated that the Phase II Cultural Resources proposals were in from the consultants and the evaluation of the proposals has started. He added that RCRRRA has been working with Mn/DOT and the Metropolitan Council on contracts and agreements for funding of the next phase of Central Corridor Study, and that the \$1.7 million grant would be released by the Federal Transit Administration on September 17, 2003.

4. Authorize the RCRRRA Chair to execute the permit with Enventis Telecom, Inc. to install fiber optic-cables, conduits, and other fixtures near Earl Street in St. Paul for a one-time fee of \$1,500 to be paid to RCRRRA by Enventis

Commissioner Bennett asked if this permit has the usual clauses to be removed if it gets used for transit. Kathy DeSpiegelaere responded that it does. Commissioner Rettman noted that this permit shouldn't be just a one-time fee but an annual fee.

Commissioner Ortega asked about the term of the permit. Kathy DeSpiegelaere answered saying that it was a one-time fee and a continuous term, but the permit is cancelable. Commissioner Ortega asked if it was a 60-day cancellation cause. Kathy answered saying that it was a 180-day cause.

Commissioner Rettman stated that only one part of the fiber-optic cable is being used and the other parts can be sold to somebody else, allowing that company to get the revenue and RCRRA wouldn't.

Commissioner Ortega asked if it was necessary to execute the permit now. Kathy stated that the company is eager, but it is the Rail Authority's prerogative on when to execute the permit.

Motion by Commissioner Reinhardt to layover the permit, seconded by Commissioner Wiessner.

Commissioner McDonough asked if Kathy DeSpiegelaere knew whether other rail authorities do leasing or a one-time payment. Kathy answered saying that there was a survey done in 1993 and RCRRA have several leases that are annual occurrences.

Commissioner Ortega stated that there needs to be a policy discussion and a list of all the current contracts.

Roll call vote was taken on the motion to layover the permit:

Ayes – 7, Nays – 0
Motion accepted.

Commissioner Haigh gave the RCRRA an update on the Rail~Volution conference.

Kathy introduced Don Herron from Canadian Pacific Railway, and Mike Franke and Bob Kollmar from Amtrak.

Mike Franke gave a presentation on Midwest Passenger Rail Improvement Projects. Bob Kollmar then presented on Amtrak's Perspective on St. Paul Union Depot.

Commissioner gave thanks to Canadian Pacific Railway for attending, and Don Herron gave brief comments on his observations of downtown St. Paul and the Depot.

Commissioner McDonough asked what was the conversation at LOCATE about exploring the Amtrak's Empire Builder service with the post office still at their present location. Tom Matoff commented that it is very difficult for Amtrak to stop at the Depot because there are a number of things that have to occur at the station that can't occur on the existing track, so there has to be a significant reconstruction to the post office in order for it to work.

Commissioner Haigh stated that the TCAAP site is off the table for the post office location and there are three months to make a decision on the relocation of the post office.

Chair Ortega adjourned the meeting at 12:15 PM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

October 2, 2003

Date

Board Action Requested

Approve the State Legislative requests for 2004.

ACTION IS REQUESTED

Request Justification

See attached:

1) Information from John Choi.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

October 7, 2003

Board Date

Kristine A. Longheneey
Signature

October 2, 2003

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority has a strong interest in advocating for transit in the state, region, and in Metro East; Now, Therefore Be It

RESOLVED, That the legislative proposal attached is adopted as the 2004 legislative position of 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 E. Ortega, Chair

By: _____
Jim McDonough, Secretary

1

RCRRA LEGISLATIVE PROPOSALS TO SUPPORT

Funding for the Central Corridor.

Request \$5.25 million for final environmental impact statement and preliminary engineering.

Funding for the Rush Line Corridor

Request \$1 million for bus improvements and park and ride facilities along the Corridor.

Funding for the Union Depot

Request \$2.5 million for preliminary engineering of the Union Depot.

Metropolitan Highway, Transit, and Operation Financing

Work on developing a proposal to finance capital and operating costs of new and existing transit services and road projects in the metropolitan region. Support Metropolitan Transitways Development Board proposal to establish the following financing mechanisms:

- A. A one-half percent greater metro-sales tax for a ten-year period. Additional sales tax would yield \$217 million per year starting in 2005 (2002 estimate). Proceeds will fund both major transit capital projects and highway projects. The state's 6.5 percent motor vehicle sales tax rate will not be affected.
- B. At least a six-cent increase in gas tax. Proceeds will allow for a \$113 million increase in the state's highway construction budget and \$79 million for counties, cities and townships.
- C. New license tab fee schedule. The proceeds of such a change would be used for transit funding and would yield an additional \$100 million per year. The new proposed schedule is phased in so no vehicle owner pays more in a subsequent year than the fee currently paid.

Also, develop a proposal to study implementation of the above financing tools and other financing mechanisms to fund new and existing transit capital and operating costs in the greater metropolitan region.

Funding for Specific Metropolitan Transitways Development Board Capital Projects (Northstar Commuter Rail, Red Rock corridor and Cedar Avenue Transitway).

Support other funding requests of Metropolitan Transitways Development Board, which include the following projects:

- D. Support \$126 million Northstar Corridor funding request for final design, construction, and right of way acquisition.
- E. Support \$1 million Red Rock Corridor funding request for preliminary engineering and environmental review.
- F. Support \$20 million Cedar Avenue Corridor funding request for the construction of transit station hub, interim improvements, environmental review, and preliminary engineering.

Enhance Transit Services During I35/694 Reconstruction.

Support efforts to establish enhanced transit during the reconstruction phase of I35 and 694. Work with legislators, MnDOT and Met Council to establish enhanced transit service and construct park and ride shelters when reconstruction of I35/694 is set to begin.

RCRRA LEGISLATIVE PROPOSALS TO MONITOR

Hiawatha Corridor Operating Cost Allocation.

At present, the cost of operating the Hiawatha Line after operating revenue and federal funds will be funded with 50% from the State of Minnesota and 50% from the Hennepin County Regional Railroad Authority ("HCRRA") using any of the following sources: (1) general tax revenues of Hennepin County, (2) HCRRA's reserves and/or (3) the taxing authority of HCRRA. The 50% local share to be paid by HCRRA is capped at \$2.8 million for fiscal year 2004 and \$3.9 million for fiscal year 2005. In addition, HCRRA will have approval authority over the operation and management of the Hiawatha line. Monitor any changes to this current policy.

Any Proposed Organization Changes

1. Other Transit and Highway Funding

**2004 State Bonding Request
Central Corridor**

1) Name of local government or political subdivision that is submitting the request

Ramsey County Regional Railroad Authority

2) Project title

Central Corridor Transitway

3) Project priority number (if the application is submitting multiple requests)

One

4) Project location

Hennepin and Ramsey Counties

5) Total project cost (all funding sources—all years—for all capital costs)

\$241 million if bus rapid transit (BRT); \$840 million if light rail transit (LRT) based on a 2008 opening.

6) Request for state funds in 2004

\$5.25 million to match Federal funding for preliminary engineering.

7) Additional state funds to be requested for subsequent project costs/phases in 2006

\$96 million if BRT is the option selected, \$336 million if LRT.

8) Additional state funds to be requested for subsequent project costs/phases in 2008

None

9) Non-state funds available or to be contributed to the project (list the dollar amount and sources—federal, city, private, or other)

Federal New Starts Funding 50% of total capital cost (Full Federal funding is not committed at this stage of a project.) \$5.5 million in Federal funding is currently available for preliminary engineering.

10) Project description and rationale (limit to one page maximum). The very first sentence of this narrative should identify what is being requested. Example, "This request is for \$x in state funding to acquire land, predesign, design, construct, furnish and equip a new such-and-such facility for such-and-such purposes to be located where". Explain whether the project has local, regional or statewide significance—and why.

This request is for \$5.25 million in state funding to match Federal funds and perform preliminary engineering for a busway or light rail transit line. The Central Corridor is the transportation corridor serving the St. Paul and Minneapolis downtowns as well as the University of Minnesota and the Midway area. Convenient, reliable transportation on this corridor has been and will continue to be critical to the well being of the cities, the region and the state.

11) Identify who will own the facility. Identify who will operate the facility. Each respective county will own the facility in their county, and will provide for maintenance.

Metro Transit operates most bus service in the region and is designated by the legislature as the operator of light rail.

12) Identify total project costs for each of the following categories: land acquisition, predesign, design, construction, furniture/fixtures/equipment, and relocation costs.

A detailed project budget will be prepared as part of preliminary engineering.

13) For new construction projects: identify the new square footage requested. For remodeling, renovation or expansion projects: identify the total square footage of current facilities and new square footage requested.

N/A

14) Project Schedule. Identify the date (month/year) when construction crews are expected to first arrive on site, and the date (month/year) when construction will be completed with a certificate of occupancy.

Construction would not start before 2006-2008

15) Identify any new or additional state operating dollars that will be requested for this project (cite the amount and year, if applicable).

Operation would result in an increase in transit subsidy. BRT or LRT would replace significant amounts of current bus service. In 2002 dollars the additional annual subsidy would be approximately \$3 million.

16) Attach a resolution of support from the governing body of the applicant (with the project priority number if submitting multiple requests).

17) Project contact person, title, address, phone, fax, and e-mail (a project spokesperson who is knowledgeable on the project and can answer detailed questions).

Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard, Suite 665
Saint Paul, MN 55102
Phone: 651-266-2762
Fax: 651-266-2761
e-mail: kathryn.despiegelaere@co.ramsey.mn.us

**2004 State Bonding Request
Rush Line Corridor**

1) *Name of local government or political subdivision that is submitting the request*
Ramsey County Regional Railroad Authority

2) *Project title*
Rush Line Corridor

3) *Project priority number (if the application is submitting multiple requests)*
2

4) *Project location*
Downtown St. Paul north along I-35E/I-35 and Hwy 61 to Hinckley

5) *Total project cost (all funding sources—all years—for all capital costs)*
\$10 million for park-and-pool/park-and-ride lots—Phase I, and \$240 million for a busway—Phase II

6) *Request for state funds in 2004*
\$1 million for Phase I

7) *Additional state funds to be requested for subsequent project costs/phases in 2006*
\$ 5 million for Phase I (construction of park-and-pool/park-and-ride lots) and Phase II (busway environmental and engineering analysis)

8) *Additional state funds to be requested for subsequent project costs/phases in 2008*
\$10 million for Phase II (busway engineering analysis)

9) *Non-state funds available or to be contributed to the project (list the dollar amount and sources—federal, city, private, or other)*
\$1 million in Federal Transit Administration funds; in addition, each Regional Railroad Authority or County has the authority to levy funds to contribute to project costs.

10) *Project description and rationale (limit to one page maximum). The very first sentence of this narrative should identify what is being requested. Example, "This request is for \$x in state funding to acquire land, predesign, design, construct, furnish and equip a new such-and-such facility for such-and-such purposes to be located where". Explain whether the project has local, regional or statewide significance—and why.*
This bonding request is for \$1 million in state funding to acquire land, design, and construct park-and-pool or park-and-ride lots located along the Rush Line

Corridor along I-35E/I-35 and Highway 61 from downtown St. Paul to Hinckley. This corridor is an 80 mile corridor that covers the four counties of Ramsey, Washington, Chisago, and Pine. Reconstruction of the I-694/I-35E commons area, recently accelerated to 2005, will exacerbate congestion in this rapidly growing corridor during the construction period. Traffic is expected to double in 20 years on I-35. This project has both local and regional significance as the lots are seen as a mean to provide commuters with a transportation choice besides driving along, and would serve as congestion mitigation during the reconstruction of I-694/I-35E project.

11) Identify who will own the facility. Identify who will operate the facility.

Phase I: Each respective county or agency will own the park-and-pool/park-and-ride facility in their county or jurisdiction, and will provide for maintenance for that facility. Phase II: The Metropolitan Council will own and operate the busway.

12) Identify total project costs for each of the following categories: land acquisition, predesign, design, construction, furniture/fixtures/equipment, and relocation costs.

Costs will be developed as the engineering work is completed in more detail.

13) For new construction projects: identify the new square footage requested. For remodeling, renovation or expansion projects: identify the total square footage of current facilities and new square footage requested.

Phase I: It is anticipated that each park-and-pool/park-and-ride lot will be 3 to 5 acres in area. Phase II: This information will be developed as the engineering work is completed in more detail.

14) Project Schedule. Identify the date (month/year) when construction crews are expected to first arrive on site, and the date (month/year) when construction will be completed with a certificate of occupancy.

Phase I: It is anticipated that construction crews would first arrive on site for projects as early as summer 2004 with construction completed that construction season. Additional park-and-pool/park-and-ride projects could be completed in a relatively short amount of time (12-24 months). Phase II: The busway could be implemented after 2010.

15) Identify any new or additional state operating dollars that will be requested for this project (cite the amount and year, if applicable).

Phase I: No operating dollars are being requested. Phase II: Operating dollars would be requested once the project is implemented after 2010; the amount would be determined from engineering work.

16) Attach a resolution of support from the governing body of the applicant (with the project priority number if submitting multiple requests).

Attached.

17) *Project contact person, title, address, phone, fax, and e-mail (a project spokesperson who is knowledgeable on the project and can answer detailed questions).*

Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard, Suite 665
Saint Paul, MN 55102
Phone: 651-266-2762
Fax: 651-266-2761
e-mail: kathryn.despiegelaere@co.ramsey.mn.us

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

October 2, 2003

Date

Board Action Requested

Approve budget adjustment of \$70,000 for
Central Corridor Coalition

ACTION IS REQUESTED

Request Justification

See attached:

- 1) Proposed resolution
- 2) Memorandum from K. DeSpiegelaere dated 10/4/03

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

October 7, 2003

Board Date

Kristine A. Longhenny
Signature

October 2, 2003

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: October 7, 2003

No.: _____

(Page 1 of 2)

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

WHEREAS, the Ramsey County Regional Railroad Authority has been working with the Central Corridor Partnership, a public/private partnership formed to advocate for and support the Central Corridor project; and

WHEREAS, the Central Corridor Partnership is requesting the Ramsey County Regional Railroad Authority pay a contribution of \$70,000 for an eighteen-month operating budget; and

WHEREAS, this contribution to the Central Corridor Partnership will require an adjustment in the 2003 budget; Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority approves the following budget transfer of \$70,000:

TRANSFER FROM APPROPRIATIONS

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150101	471101	Contingent Appropriations	\$ 70,000

TRANSFER TO APPROPRIATIONS

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150101	424302	Membership Account	\$ 70,000

and Be It Further

RESOLVED, That this contribution is contingent upon negotiation of an agreement satisfactory to the Ramsey County Budgeting and Accounting department and the Ramsey County Attorney's Office.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: October 7, 2003

No.: _____

(Page 2 of 2)

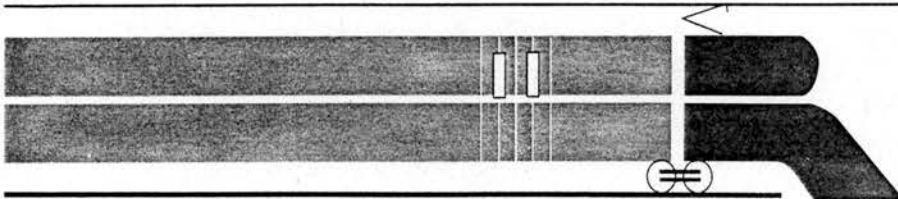
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Jim McDonough, Secretary

2



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
David Twa, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Central Corridor Partnership Budget Adjust

Date: October 2, 2003

The Central Corridor Partnership has proposed a budget and work plan for the next eighteen months for the project. It will operate with the following principles:

- This is a public/private partnership.
- This will not be a staff-driven venture.
- The best way to achieve The collective goals is to have the face of the individual members seen as the face of the Partnership.
- The Saint Paul Area Chamber of Commerce will manage the Partnership.

The work plan recommends hiring a consultant to assist with the project. The work plan also assumes the group will expand and build the partnership, continue to advocate for state funds for the Central Corridor, build grassroots support, and identify and advocate for long-term funding solutions for transit.

The budget is a total of \$225,000 for eighteen months. Ramsey County Regional Railroad Authority is being asked to contribute \$70,000. It is proposed that the \$70,000 be paid with funds from the Contingency Fund, and that a budget adjustment is needed to transfer the \$70,000 from the Contingency Fund to the Membership Account.

Recommendation:

Consider approval of the resolution attached to approve the budget adjustment for \$70,000 from the Contingency Fund to the Membership Account for the Central Corridor Partnership.

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

October 2, 2003

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:

October 7, 2003

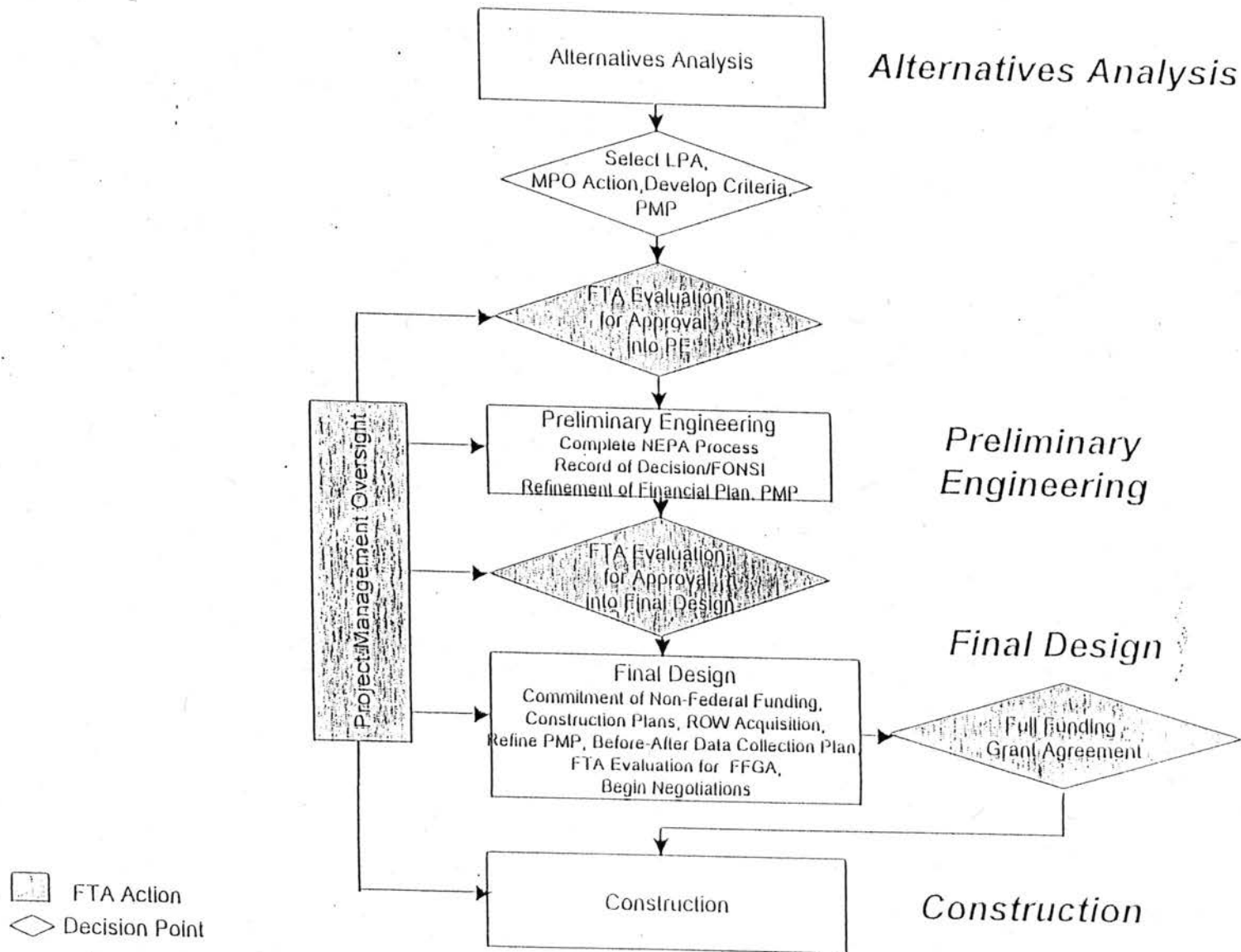
Board Date

Kristine A. Longhenny
Signature

October 2, 2003

Date

TEA-21 New Starts Planning and Project Development Process



Central Corridor Update September 25, 2003

The Central Corridor is currently at the project development stage depicted in the top diamond of the attached FTA flow chart. Components involved are shown in the following table. Changes since the last report are shown in **BOLD**.

Submit Draft AA/DEIS to FTA	Complete
Phase I Cultural Resources Report	Draft received; 30 day SHPO review underway.
AA/DEIS submitted to FTA with Revisions	Fall
FTA Approval of AA/DEIS for Hearings	Fall
AA/DEIS Released to Public	
Develop Project Management Plan	Draft Complete
Conduct Additional Design and Community Outreach Work	RFP's Issued. Recommendations to RCRRRA on August 26, 2003. Contracts and grant agreements in negotiation. Federal grant approval announced September 19.
Conduct Phase II Cultural Resources Work	RFP Issued. Proposals for Phase II Cultural Resources work received. Evaluations underway.
Public Hearings Held by Coordinating Committee	
Select Locally Preferred Alternative	
Submit New Starts Criteria to FTA	Met Council

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

October 2, 2003

Date

Board Action Requested

Discussion of right of way acquisition in
Maplewood and White Bear Lake

DISCUSSION ONLY

Request Justification

See attached:

- 1) Memorandum from K. DeSpiegelaere dated 10/4/03
- 2) Map of area

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

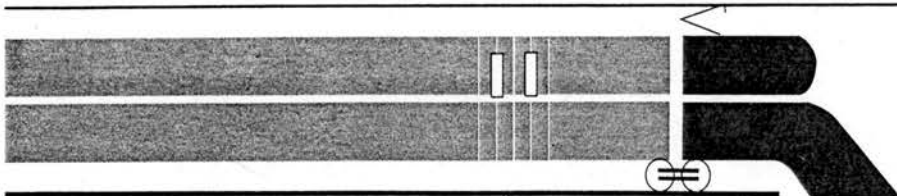
October 7, 2003

Board Date

Kristine A. Longhenry
Signature

October 2, 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
David Twa, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Possible Burlington Northern Santa Fe Abandonment

Date: October 4, 2003

Previously Purchased Right of Way

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 and recreational trail use. RCRRA 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. The Bruce Vento Trail has since been constructed in this right of way.

Previously Negotiated Right of Way Not Purchased

In 1995, the RCRRA directed staff to negotiate with Burlington Northern Santa Fe (BNSF) to acquire the rail section from Beam Avenue to the north County line. Both the BNSF and the RCRRA had appraisals performed. The BNSF appraisal was done in 1996 and showed from the Beam Avenue section to the M&D Junction (2.74 miles) an appraised value of just over \$3 million. The RCRRA appraisal was done in 1997 and showed for the same section a value of just under \$1 million.

Although BNSF had issued a notice of abandonment for this rail section, Xcel Energy objected to the abandonment as they wanted to preserve the rail line route to transport transformers from their substation located between Beam Avenue and I-694. BNSF withdrew its abandonment notice and entered into an operating agreement with Minnesota Commercial Railway Company.

Ramsey County Parks and Recreation Trail

As stated in the attached letter from Greg Mack, the Minnesota Legislature appropriated \$400,000 to extend the Bruce Vento Regional Trail north of Beam Avenue, its current

termination. The BNSF had still intended on abandonment of this rail line, and it was anticipated that RCRRA would acquire the right of way and grant an easement to Parks and Recreation for the trail to continue north of Beam Avenue. After the BNSF withdrew their notice of abandonment, Parks and Recreation pursued negotiations with BSNF to acquire easements, but could not reach agreement to terms.

Currently, County Road D, south of I-694 and north of Beam Avenue, terminates just east of this rail line. Recently the City of Maplewood began pursuing the extension and realignment of County Road D. To successfully extend and realign this roadway in a cost effective manner by eliminating the need for a bridge over the rail line, the City has proposed an alignment which crosses the rail line at grade just south of County Road D, not a positive for future rail operations. The City realized it was in their best interests for the rail line to be abandoned, and began pursuing options for Xcel Energy to transport their transformer. The City has been negotiating a joint powers agreement with several agencies so that Xcel could get a transformer to their substation via the roadway system as opposed to the rail line. Also attached is a letter from the City discussing this agreement in more detail. The City anticipates BNSF will abandon the rail line from Beam Avenue to Buerkle Circle, about a one-mile section, in 2004.

Further complicating matters is that the \$400,000 grant Parks and Recreation received will expire December 31, 2003. Greg Mack has requested a two-year extension from the Metropolitan Council, the administrator of the grant, but has not yet been notified if this extension will be approved.

Funding to Acquire Right of Way

When BNSF filed notice to abandon the rail line, the RCRRA set aside funds to purchase the corridor (in the 1996 budget). Greg Mack has indicated he has \$350,000 available to assist with the purchase of this rail section from Beam to Buerkle. As both the RCRRA and the BNSF appraisals are six and seven years old, both agencies would likely want to update their appraisals before negotiations as to price would begin.

Planning Studies

The 1989 RCRRA *Comprehensive Light Rail Transit Plan for Ramsey County* recommends acquisition of the Burlington Northern right of way in the Northeast Corridor [downtown St. Paul to White Bear Lake]. The Metropolitan Council's *Transit 2020* plan includes the Northeast Corridor as a potential busway after 2010. The *Ramsey County Comprehensive Plan for Transportation, Transit and Surface Water Management* contains a policy that the county will acquire abandoned railroad corridors. The *Rush Line Corridor Transit Study* evaluated both commuter rail and busway along the Northeast Corridor and found both modes to be feasible along this right of way.

Recommendation:

This item is not before you for action at this time, but for you to discuss the purchase of this rail line from Beam Avenue in Maplewood to Buerkle Circle in White Bear Lake if it comes up for abandonment.

Attachments

**Parks and Recreation Department**

Gregory A. Mack, Director

2015 N. Van Dyke Street
Maplewood, MN 55109-3796Tel: 651-748-2500
Fax: 651-748-2508
www.co.ramsey.mn.us

September 26, 2003

Mr. Michael McDonough
Metropolitan Council
230 East Fifth Street
St. Paul, MN 55101

RE: Grant Contract No. SG-98-79 (Burlington Northern Regional Trail)

Dear Mr. McDonough:

Ramsey County respectfully requests a two-year extension to the above-mentioned grant contract in order to accommodate abandonment of the rail line by the Burlington Northern Railroad Company.

The following outlines the project history, complexity and justification for the requested extension. In 1998, the Minnesota Legislature appropriated \$400,000 for development of the Burlington Northern Regional Trail (now known as the Bruce Vento Regional Trail) north of Beam Avenue. At the time of this appropriation, the Burlington Northern Railroad Company had issued a notice of abandonment of the railroad right of way. It was anticipated that the right of way would be purchased by the Ramsey County Regional Railroad Authority. Ramsey County expected to obtain an easement from the Ramsey County Regional Railroad Authority for development and operation of the trail, similar to the approach that was used to develop the regional trail segments between East Seventh Street and Beam Avenue. However, during the abandonment process, Xcel Energy objected to the abandonment, arguing that they needed to preserve their rights to transport transformers by rail from the Kohlman Lake substation located between Beam Avenue and I-694. Responding to this objection, the Burlington Northern Railroad Company withdrew its abandonment request and entered into a ten-year operating agreement with the Minnesota Commercial Railway Company for this section of right of way. Since that time, there has been no train traffic on the section of right of way between Beam Avenue and Buerkle Road.

Following this change in abandonment status, the Ramsey County Parks and Recreation Department attempted to acquire easements for trail purposes from the Burlington Northern Railroad Company. Since the property is encumbered by an operating agreement with the Minnesota Commercial Railway Company, strict conditions regarding trail alignment, fencing and liability insurance were imposed by the Burlington Northern Railroad Company. In

3

Ramsey County's opinion, these conditions were onerous and unacceptable. Accordingly, after several years of negotiation, Ramsey County staff decided to postpone development of the trail until after abandonment. It was our belief that the cost of liability insurance, coupled with a compromised trail alignment, was not in the public's best interest.

Recently, the city of Maplewood has been engaged in a planning process to realign County Road D, located immediately south of I-694. County Road D intersects the railroad right of way. In this process, the city has been negotiating a joint powers agreement with the Burlington Northern Railroad Company, Xcel Energy, Minnesota Department of Transportation, city of White Bear Lake, White Bear Township and city of Gem Lake to service the Kohlman Lake substation using specialized equipment designed for road transport of large-scale transformers. This requires temporary closure of some roadways and construction of temporary haul roads. All parties recognize that the need to transport transformers is a very infrequent occurrence (speculated to be no more than every 10-20 years). Attached is a letter from Chuck Ahl, City of Maplewood, Director of Public Works/City Engineer, discussing the joint powers agreement.

The city expects that abandonment of the right of way south of Buerkle Road will occur as early as April 2004. The Ramsey County Regional Railroad Authority has indicated that they intend to pursue acquisition of the right of way upon abandonment. Ramsey County intends to acquire an easement from the Regional Railroad Authority to accommodate trail development and operation. The city of Maplewood plans to award contracts and commence construction of County Road D in spring/summer 2004. The city Director of Public Works is receptive to including the trail construction between Beam Avenue and Buerkle Road as an alternate in their construction project; however, it is imperative that funds be available for this trail development.

The County Road D reconstruction project has created an opportunity to finally develop the Burlington Northern Trail between Beam Avenue and Buerkle Road. This trail construction will involve modification of two existing railroad bridges (Beam Avenue and I-694) and construction of a trail bridge over new County Road D. Unfortunately, the grant contract for this project is scheduled to expire December 31, 2003. In order to preserve our ability to construct the trail, a two-year extension to the grant contract is needed.

Thank you for consideration of this request. Please let me know if you have questions regarding this project.

Sincerely,



Gregory A. Mack
Director

GAM/cj
Attachment



September 18, 2003

Mr. Greg Mack, Director
Ramsey County Parks and Recreation Department
2015 North Van Dyke Street
Maplewood, MN 55109-3796

RE: County Road D Realignment - City Project 02-07 -
Trail Coordination

Dear Mr. Mack:

Thank you, for your recent interest in our reconstruction and realignment project for County Road D. The City of Maplewood has made extensive progress during the past three to six months in achieving an abandonment of the Burlington - Northern Railroad right of way through our project corridor. The progress includes approval or tentative approval of a Joint Powers Agreement for an alternative routing system for Xcel Energy through the adjoining communities along with MnDOT and Ramsey County Highway Department. As you are aware, this agreement and abandonment discussion has been ongoing for over 12 years. It now appears highly likely that the agreement and abandonment will finally occur, probably within the next four to six months.

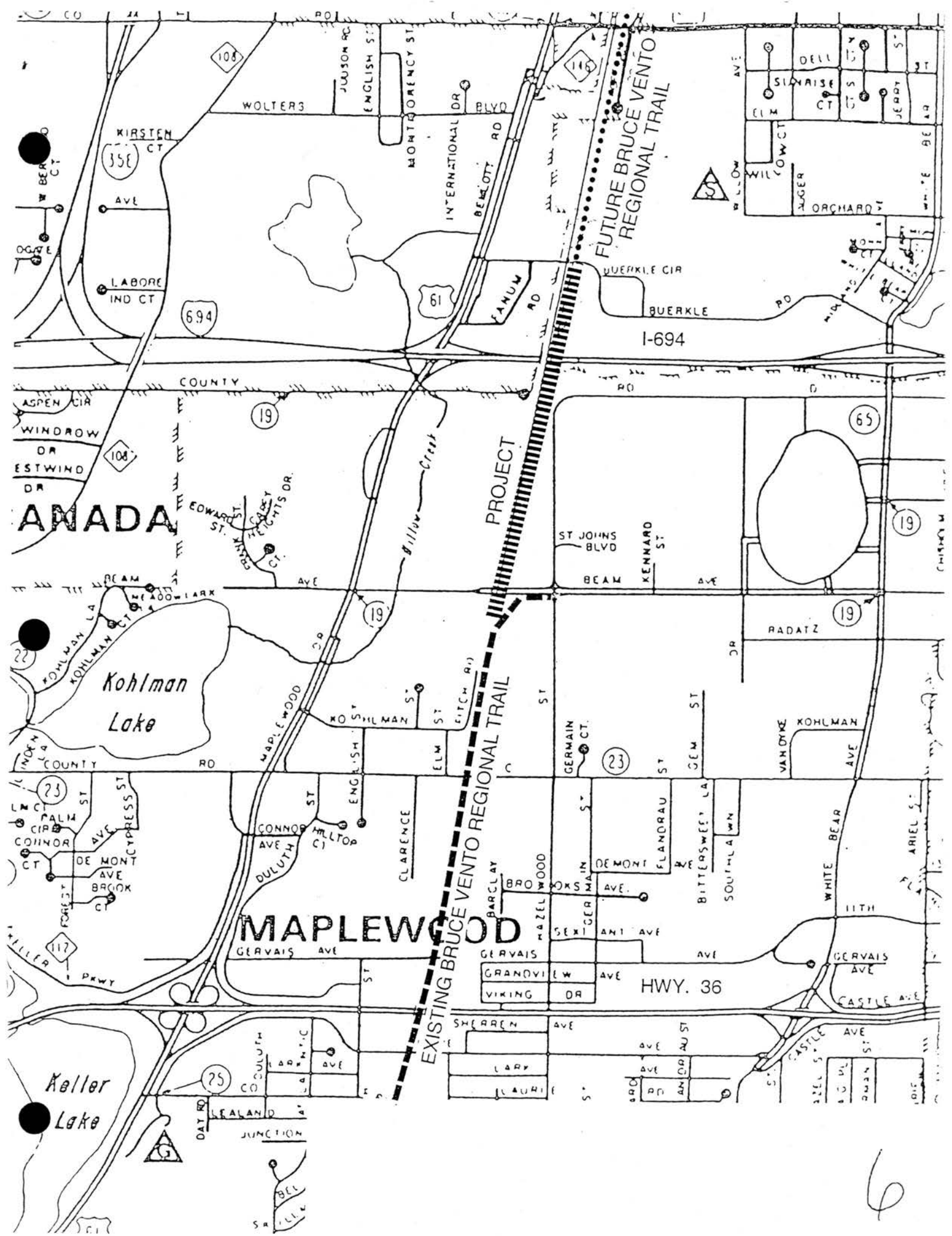
This railroad right of way is currently abandoned south of our project area and contains the Bruce Vento regional trail. We understand that your grant is slated to provide a trail northerly through this project area. Please accept this letter as Maplewood's express desire to coordinate this trail construction as part of our overall transportation improvements. It will definitely enhance our ability to provide multiple modes of transportation for this area and is a critical connection for Maplewood and the regional trail experience.

It is our understanding that your grant needs to be extended to coordinate with our improvements scheduled to begin in spring of 2004. We fully support your request for an extension and would like to offer our assistance in achieving an extension to allow a cooperative project improvement in 2004 as ordered by the Maplewood City Council for the realignment project.

Sincerely,

R. Charles Ahl, P.E.
Director of Public Works/City Engineer

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

October 2, 2003

Date

Board Action Requested

Approve Phalen Boulevard right of way plans.

ACTION IS REQUESTED

Request Justification

See attached:

- 1) Proposed resolution
- 2) Memorandum from K. DeSpiegelaere dated 10/4/03
- 3) Proposed right of way plans

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

October 7, 2003

Board Date

Kristine A. Longhenry
Signature

October 2, 2003

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: October 7, 2003

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 has approved Easement 049 with the City of St. Paul for a permanent easement to use RCRRA right of way for the construction and permanent roadway, Phalen Boulevard, from Payne Avenue to Johnson Parkway in St. Paul, a length of 1.6 miles; and

WHEREAS, A condition of Easement 049 is that the Ramsey County Regional Railroad Authority approve the Right of Way Plans for the Phalen Boulevard from Payne Avenue to Johnson Parkway; Now Therefore Be It

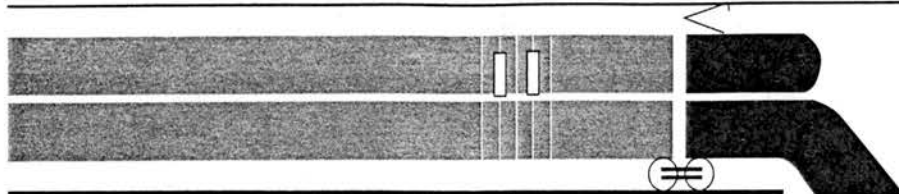
RESOLVED, That the Ramsey County Regional Railroad Authority approves the right of way plans for the Phalen Boulevard from Payne Avenue to Johnson Parkway in St. Paul.

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 E. 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
David Twa, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Approve Phalen Boulevard Right of Way Plans

Date: October 4, 2003

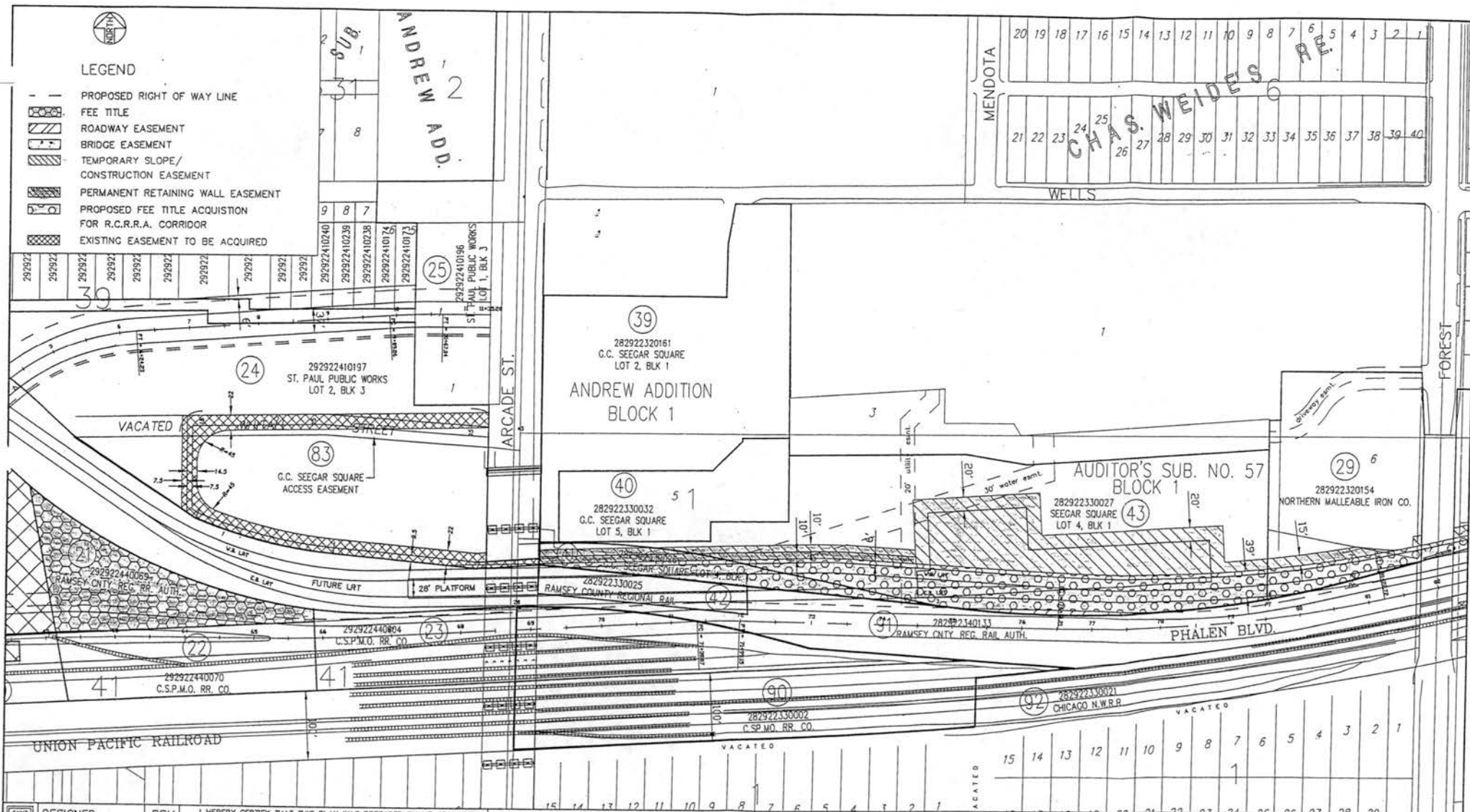
The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has granted the City of St. Paul a permanent easement to use RCRRA right of way for the construction and permanent roadway, Phalen Boulevard, from Payne Avenue to Johnson Parkway in St. Paul, a length of 1.6 miles.

One of the conditions of the easement is that the RCRRA approve the right of way plans for the Phalen Boulevard. Enclosed are right of way plans for your review. Please note that another condition of the easement was that the RCRRA have at least a 39-foot wide section of right of way preserved for future transit use throughout the length of the easement. A further condition stipulates the City purchase right of way in sections where the existing RCRRA right of way plus the Phalen Boulevard is not wide enough and convey the title to the RCRRA. This area is shown on the right of way plans. All of the RCRRA conditions appear to have been met.

Recommendation:

Consider approval of the right of way plans for the Phalen Boulevard on RCRRA property from Payne Avenue to Johnson Parkway in St. Paul.

Attachments



DESIGNED BRM
DRAWN BRM
APPROVED PAS

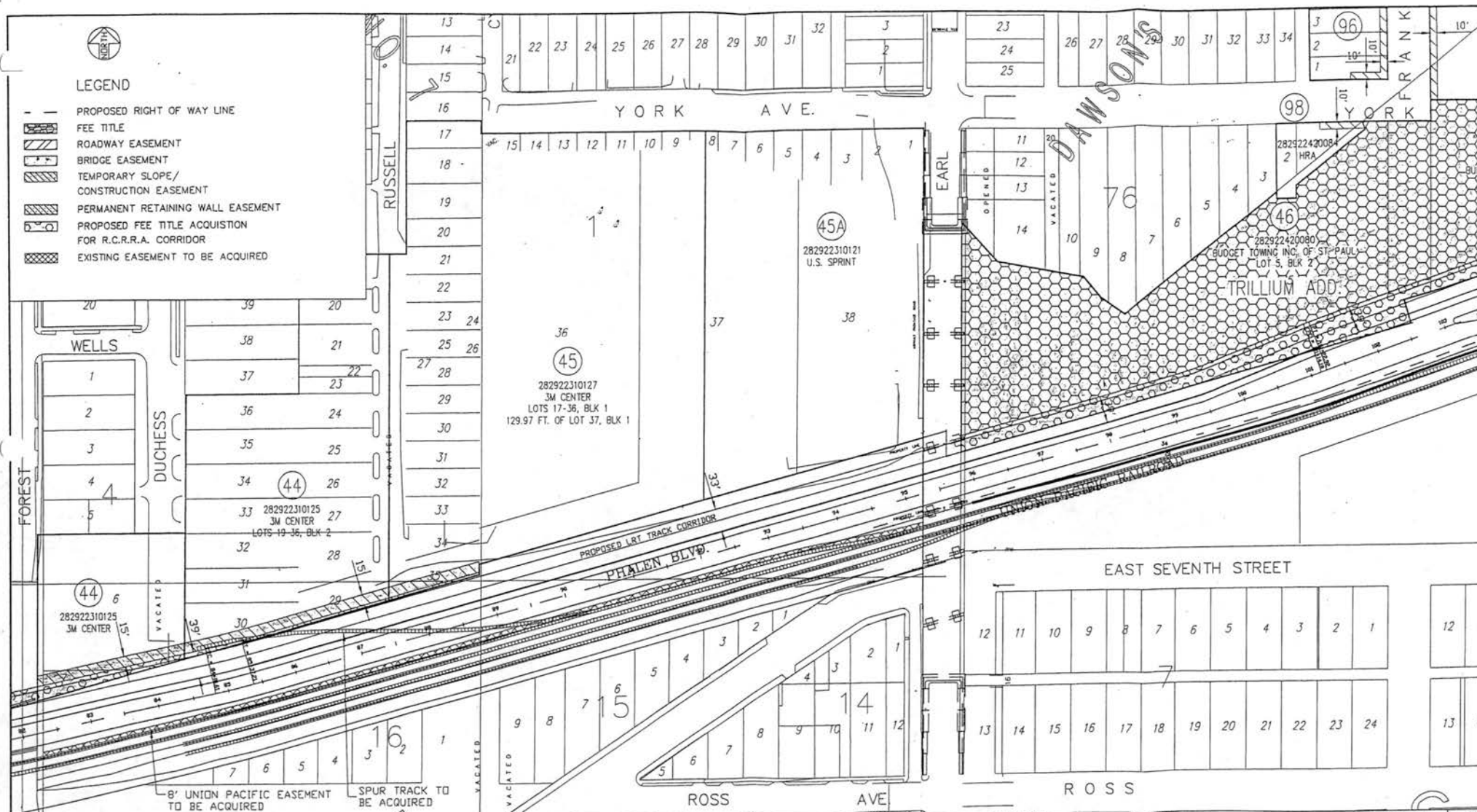
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNED PAUL ST. MARTIN DATE _____ LIC. NO. 18955

PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

PHALEN BOULEVARD R.O.W. ACQUISITION

PROJECT NUMBER 04-P-1238
STATE AID PROJECT NUMBER 164-288-05
DRAWER NUMBER 12
CAD DRAWING NAME /PHALENROW/DWG/PHALENROW3
DRAWING NUMBER 1468
DATE 9-3-03
SHEET 1 OF 4 SHEETS



LEGEND

- PROPOSED RIGHT OF WAY LINE
- ▨ FEE TITLE
- ▨ ROADWAY EASEMENT
- ▨ BRIDGE EASEMENT
- ▨ TEMPORARY SLOPE/CONSTRUCTION EASEMENT
- ▨ PERMANENT RETAINING WALL EASEMENT
- ▨ PROPOSED FEE TITLE ACQUISITION FOR R.C.R.R.A. CORRIDOR
- ▨ EXISTING EASEMENT TO BE ACQUIRED

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

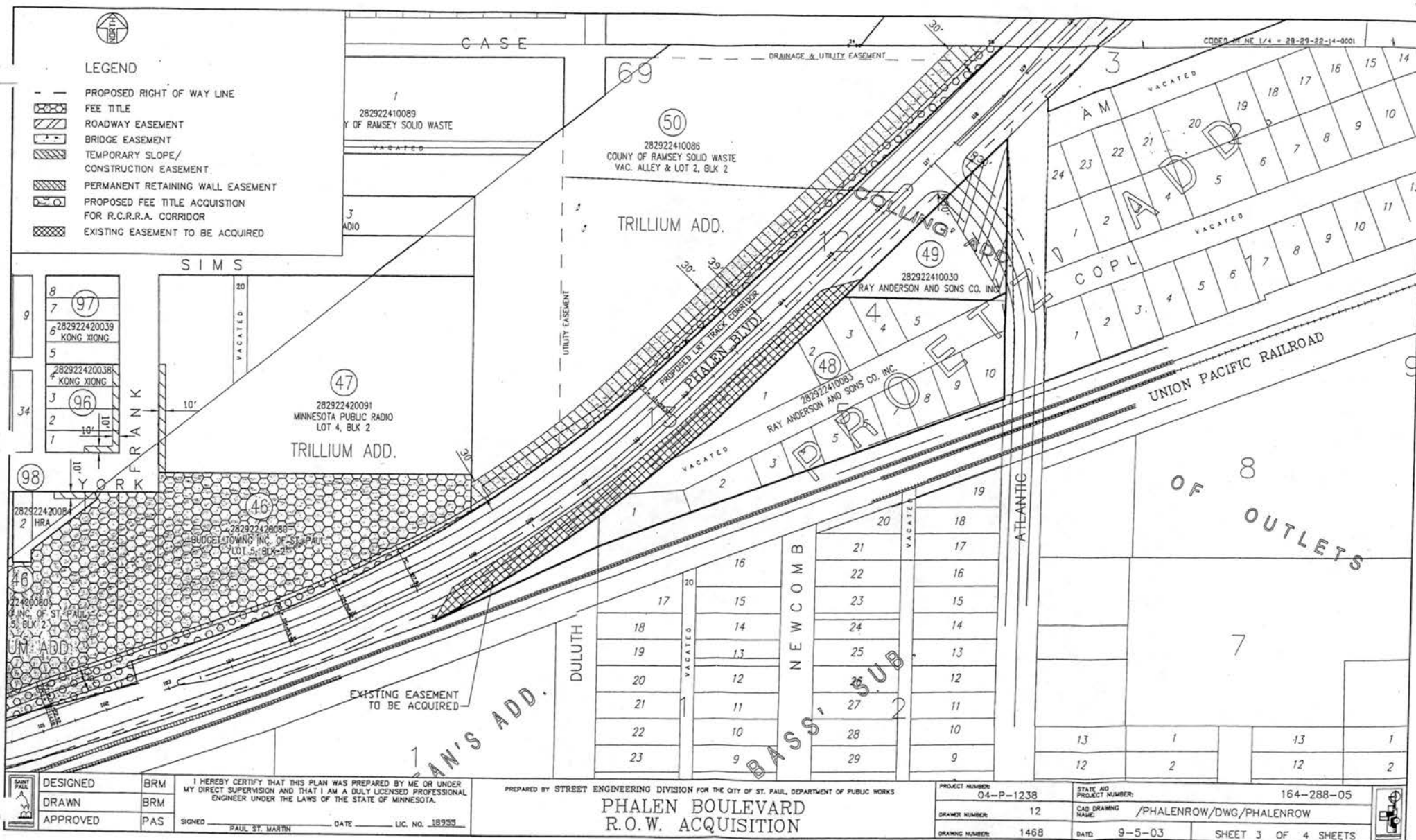
PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

PHALEN BOULEVARD
R.O.W. ACQUISITION

PROJECT NUMBER: 04-P-1238	STATE AID PROJECT NUMBER: 164-288-05
DRAWER NUMBER: 12	CAD DRAWING NAME: /PHALENROW/DWG/PHALENROW
DRAWING NUMBER: 1468	DATE: 9-3-03
	SHEET 2 OF 4 SHEETS

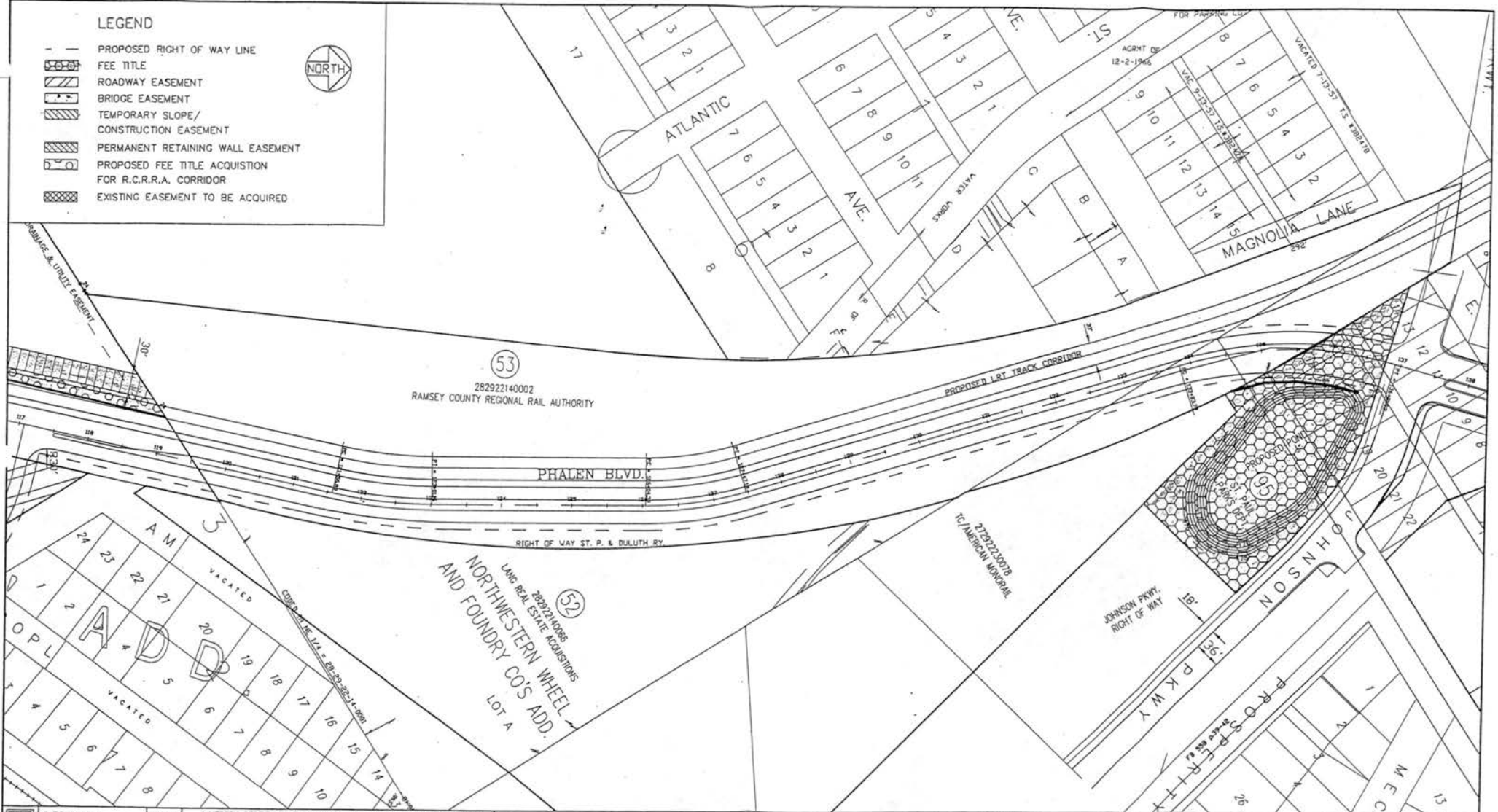
SIGNED: PAUL ST. MARTIN DATE: LIC. NO. 18955

DESIGNED	BRM
DRAWN	BRM
APPROVED	PAS



LEGEND

- PROPOSED RIGHT OF WAY LINE
-  FEE TITLE
-  ROADWAY EASEMENT
-  BRIDGE EASEMENT
-  TEMPORARY SLOPE/ CONSTRUCTION EASEMENT
-  PERMANENT RETAINING WALL EASEMENT
-  PROPOSED FEE TITLE ACQUISITION FOR R.C.R.A. CORRIDOR
-  EXISTING EASEMENT TO BE ACQUIRED

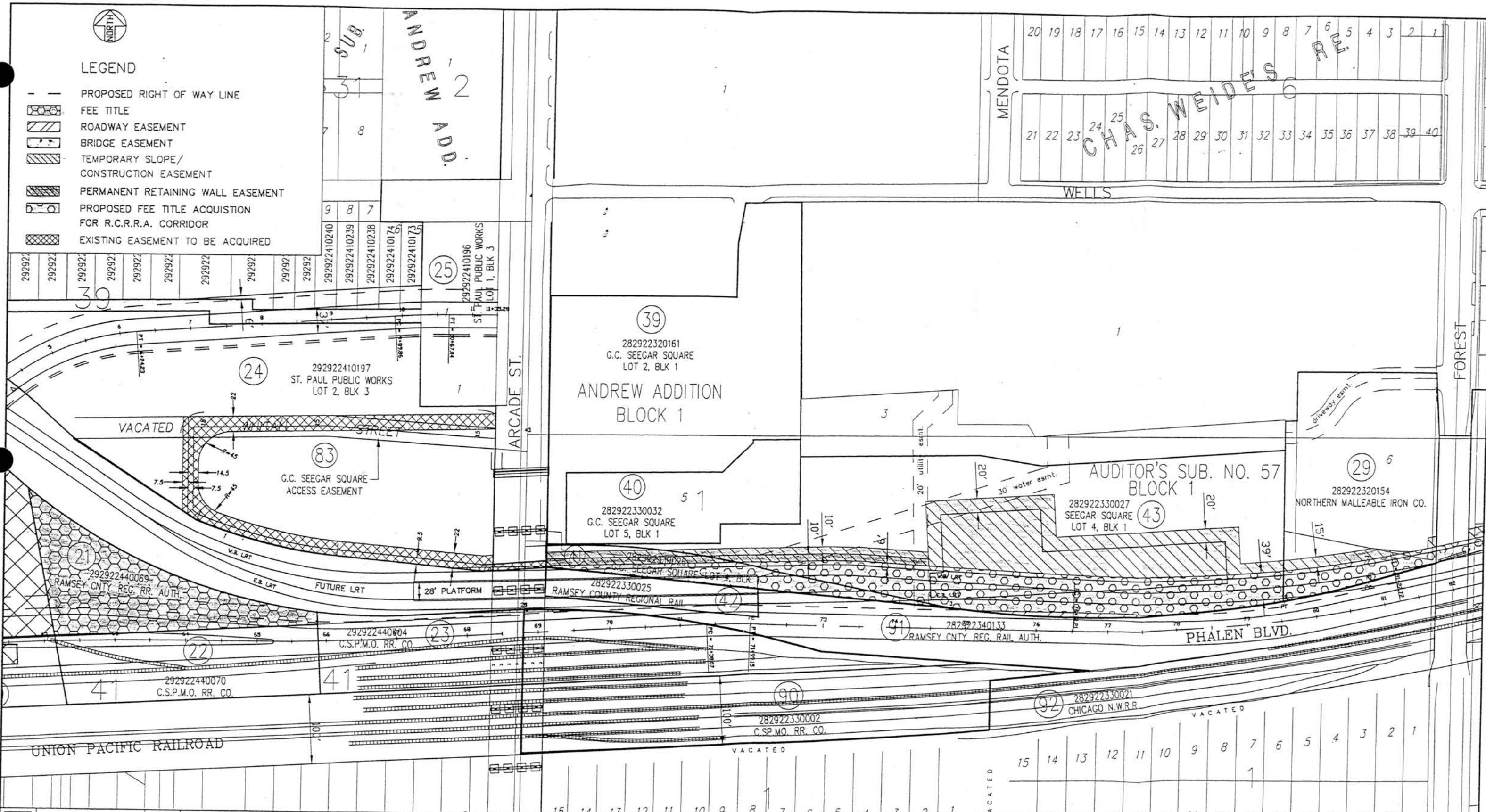


	DESIGNED	BRM	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. SIGNED <u>PAUL ST. MARTIN</u> DATE <u> </u> U.C. NO. <u>18255</u>	PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS PHALEN BOULEVARD R.O.W. ACQUISITION	PROJECT NUMBER	04-P-1238		STATE AND PROJECT NUMBER	164-288-05	
	DRAWN	BRM			DRAWER NUMBER	12		CAD DRAWING NAME	/PHALENROW/DWG/PHALENROW3	
	APPROVED	PAS			DRAWING NUMBER	1468		DATE	9-3-03	
							SHEET 4 OF 4 SHEETS			



LEGEND

- PROPOSED RIGHT OF WAY LINE
- FEE TITLE
- ROADWAY EASEMENT
- BRIDGE EASEMENT
- TEMPORARY SLOPE/ CONSTRUCTION EASEMENT
- PERMANENT RETAINING WALL EASEMENT
- PROPOSED FEE TITLE ACQUISITION FOR R.C.R.R.A. CORRIDOR
- EXISTING EASEMENT TO BE ACQUIRED

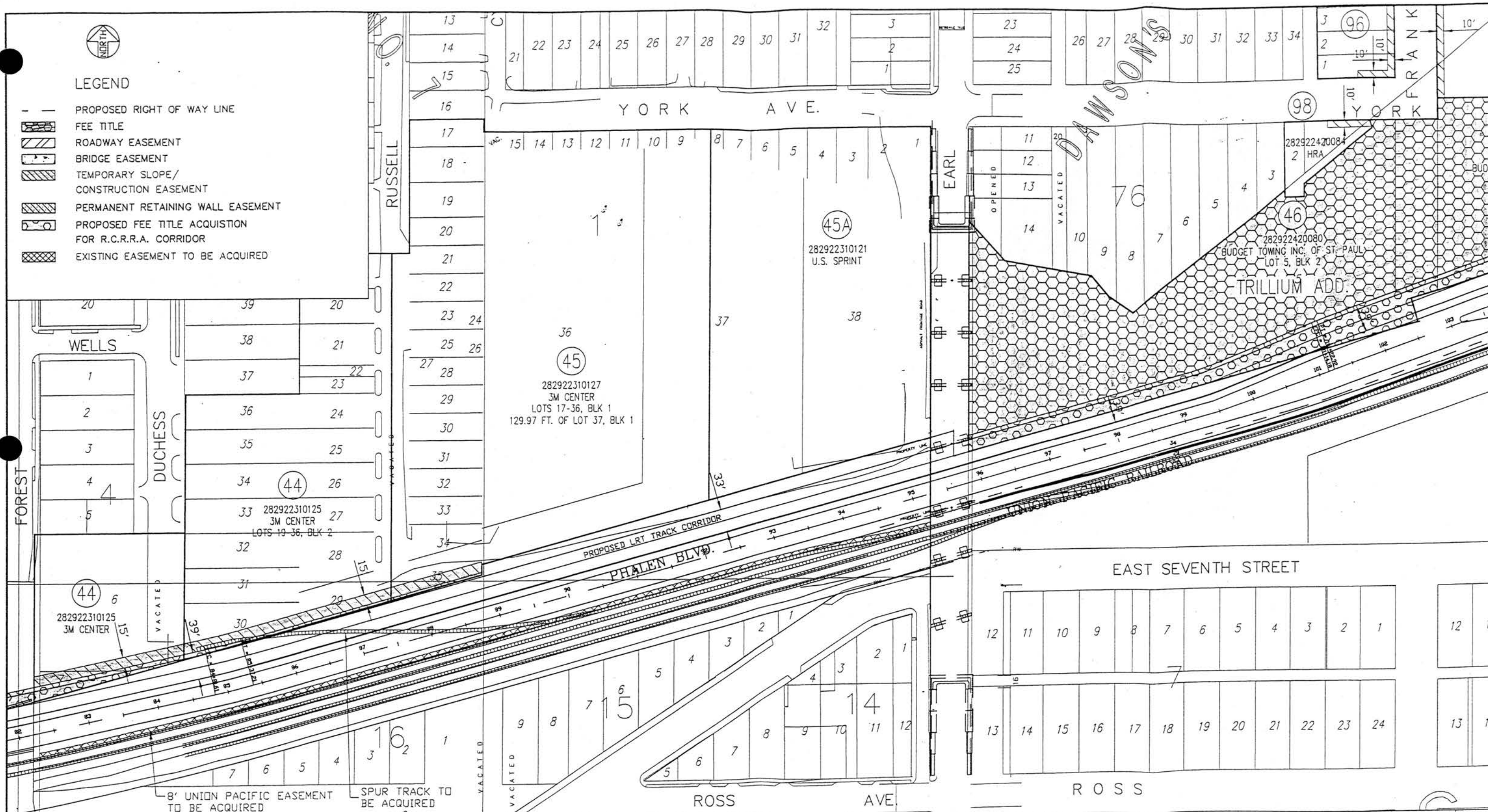


DESIGNED	BRM	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. SIGNED _____ DATE _____ LIC. NO. 18955 PAUL ST. MARTIN
DRAWN	BRM	
APPROVED	PAS	

PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

PHALEN BOULEVARD R.O.W. ACQUISITION

PROJECT NUMBER:	04-P-1238	STATE AID PROJECT NUMBER:	164-288-05
DRAWER NUMBER:	12	CAD DRAWING NAME:	/PHALENROW/DWG/PHALENROW3
DRAWING NUMBER:	1468	DATE:	9-3-03
		SHEET 1 OF 4 SHEETS	



	DESIGNED	BRM	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. SIGNED _____ DATE _____ LIC. NO. 18955	PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS	PROJECT NUMBER:	04-P-1238	STATE AID PROJECT NUMBER:	164-288-05
	DRAWN	BRM			DRAWER NUMBER:	12	CAD DRAWING NAME:	/PHALENROW/DWG/PHALENROW
	APPROVED	PAS			DRAWING NUMBER:	1468	DATE:	9-3-03

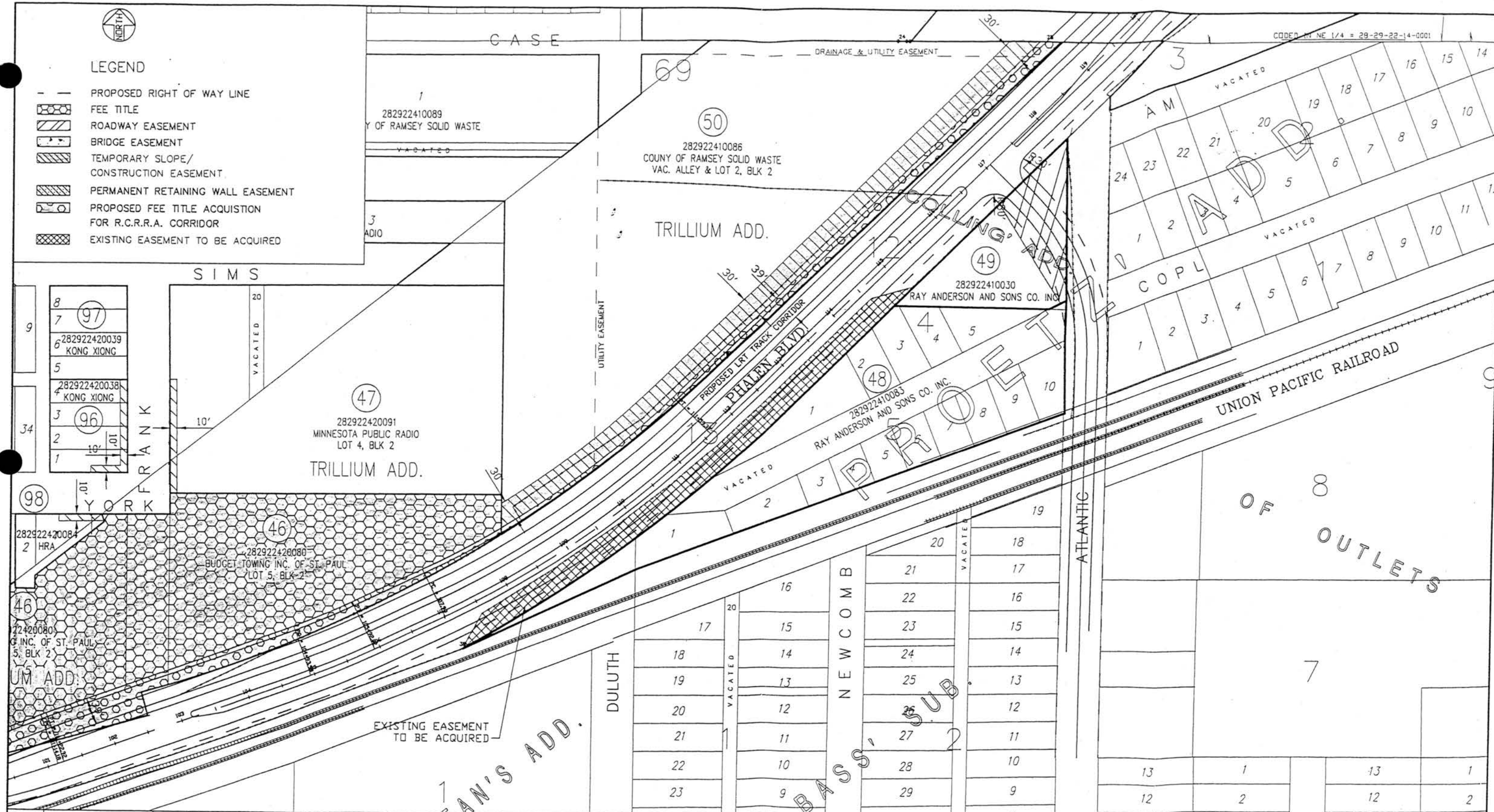
PHALEN BOULEVARD

R.O.W. ACQUISITION



LEGEND

- PROPOSED RIGHT OF WAY LINE
- FEE TITLE
- ROADWAY EASEMENT
- BRIDGE EASEMENT
- TEMPORARY SLOPE/ CONSTRUCTION EASEMENT
- PERMANENT RETAINING WALL EASEMENT
- PROPOSED FEE TITLE ACQUISITION FOR R.C.R.R. CORRIDOR
- EXISTING EASEMENT TO BE ACQUIRED



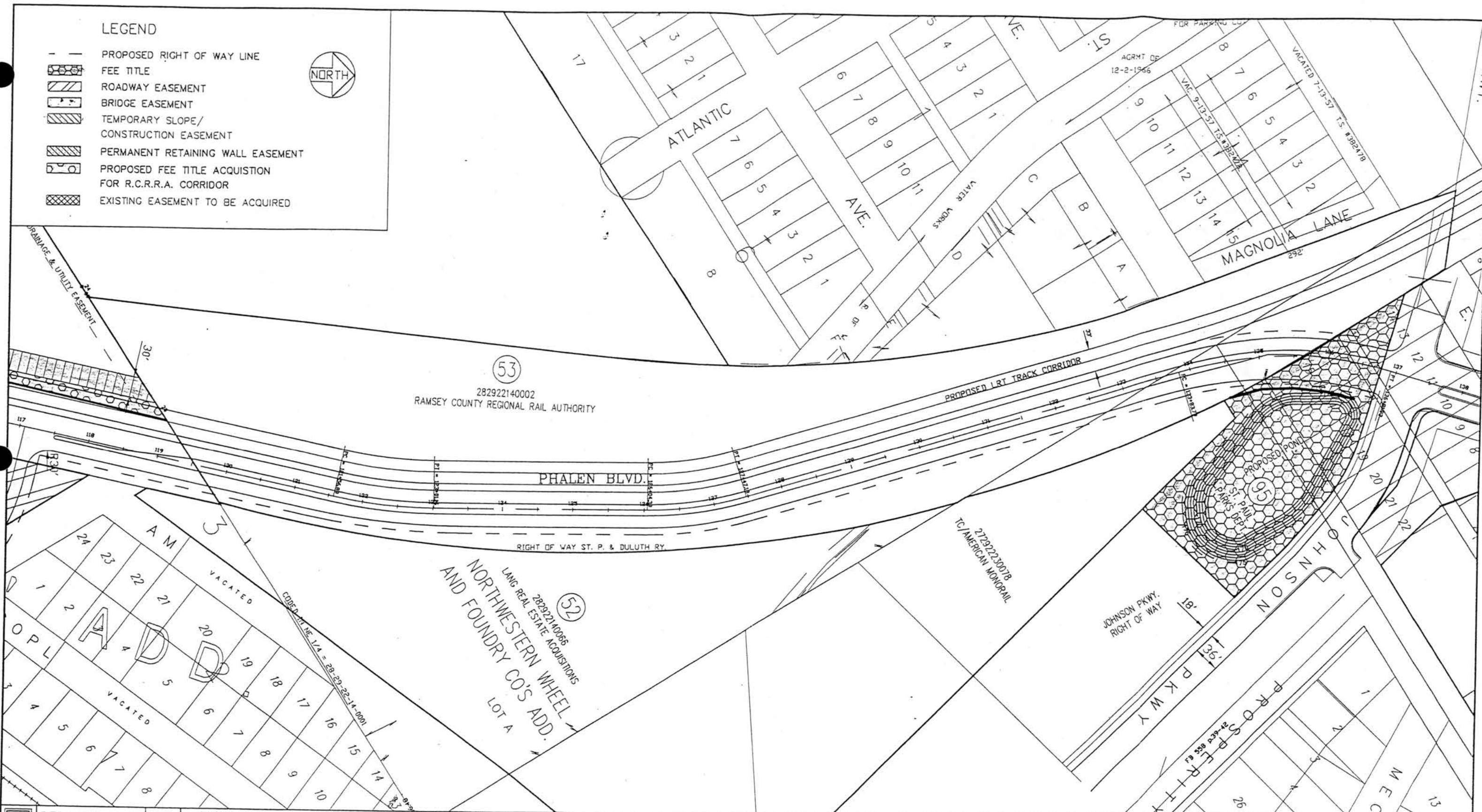
	DESIGNED	BRM	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. SIGNED _____ DATE _____ LIC. NO. 18955	PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS	PROJECT NUMBER: 04-P-1238		STATE AID PROJECT NUMBER: 164-288-05	
	DRAWN	BRM			DRAWER NUMBER: 12	CAD DRAWING NAME: /PHALENROW/DWG/PHALENROW		
	APPROVED	PAS			DRAWING NUMBER: 1468	DATE: 9-5-03 SHEET 3 OF 4 SHEETS		

PHALEN BOULEVARD

R.O.W. ACQUISITION

LEGEND

- PROPOSED RIGHT OF WAY LINE
- ▨ FEE TITLE
- ▨ ROADWAY EASEMENT
- ▨ BRIDGE EASEMENT
- ▨ TEMPORARY SLOPE/ CONSTRUCTION EASEMENT
- ▨ PERMANENT RETAINING WALL EASEMENT
- ▨ PROPOSED FEE TITLE ACQUISITION FOR R.C.R.R.A. CORRIDOR
- ▨ EXISTING EASEMENT TO BE ACQUIRED



DESIGNED	BRM
DRAWN	BRM
APPROVED	PAS

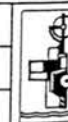
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNED PAUL ST. MARTIN DATE _____ LIC. NO. 18955

PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

PHALEN BOULEVARD R.O.W. ACQUISITION

PROJECT NUMBER: 04-P-1238	STATE AID PROJECT NUMBER: 164-288-05
DRAWER NUMBER: 12	CAD DRAWING NAME: /PHALENROW/DWG/PHALENROW3
DRAWING NUMBER: 1468	DATE: 9-3-03
SHEET 4 OF 4 SHEETS	



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

REGIONAL RAILROAD AUTHORITY

K. M. Spiegeler
Authorized Signature

9/30/03
Date

Board Action Requested

Ratify Partial Payment No. 12 in the amount of \$77,374.14 to Metropolitan Council for Riverview Corridor transit improvements of bus shelters, lighting and benches for the period ending August 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 \$77,374.14 for the period ending August 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. 12
 3. Metropolitan Council Invoice No. NCV-2399 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

October 7, 2003
Board Date

Kristine A. Longhewy
Signature

October 2, 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 August 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-2399, Partial Payment No. 12 in the amount of \$77,374.14, attachments thereto, provide the correct documentation of payments due Metropolitan Council through August 31, 2003; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$77,374.14 for services rendered through August 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 E. Ortega, Chair

By: _____
Jim McDonough, Secretary



Business Unit: RRA
Voucher ID: 00002367

VOUCHER Purchase Order Voucher

Page No. 1
Run Date 8.Sep.2003
Run Time 1:27:47 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
8/29/2003	NCV-2399	29.Aug.2003	0000023268	METRO TRANSIT	ONL	LONGHEKR P		18.Sep.2003	U	Due Now

S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
	\$77,374.14	\$0.00	560 6TH AVE N			MPLS	MN	55411

Billing	Group ID	Sales Tax	Pckp Ord# Nbr
RE	000496	\$0.00	

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
	Professional Serv-Bal of PO 15	\$77,374.14		\$77,374.14		Y	Y	Y	N	RRA	0000000266	SC

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			\$77,374.14			N

Account Name: Other Governmental Units

Department Name: RCRRA-Proj/Grant

Item Comments-Check Stub

Invoice No. NCV-2399, dated 8/29/03
Services for August, 2003 for Riverview Corridor Transit Improvements

Other Comments

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

Authorization

K. H. Hestegren

Date

9/19/03

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: 999999999999

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

INVOICE

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

Page: 1
 Invoice No: NCV-2399
 Invoice Date: 08/29/2003
 Customer Number: RAMREG
 Payment Terms: Due 30 dys
 Due Date: 09/28/2003

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

AMOUNT DUE: \$ 77,374.14

\$ _____
 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	77,374.14	77,374.14
			RIVERVIEW CORRIDOR TRANSIT FACILITY IMPROVEMENTS				
			Contract #99-024 Project #63955				

August, 2003

Reimbursement due to Metro Transit for costs of transit improvements per attached detail

Contact Steve Honigman with questions 612-349-7733

SUBTOTAL:

77,374.14

TOTAL AMOUNT DUE :

\$ 77,374.14

Steve Honigman
 9/4/03
Luigi Sch 7/10/2003



Metro Transit

Internal Memorandum

DATE: September 10, 2003
TO: Files
FROM: Laurence R. Schumi 
SUBJECT: Project 63955 Riverview Corridor Bus Stop
Summary of Invoice Items, Invoice NCV-2399 dated 8/29/2003
Items related to Sub-Project CP06 CP24, 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. A new sub-project, CP24, has been assigned to expenses that will be associated with the northeast extension of the Riverview Corridor

SUMMARY

See next page

cc: Current Invoice

Project 63955 Sub-Project CP06 & CP24 Expense Notes

AP	DATE	FUND	ACCT	ORG	PROG	AMT	VOUCHER	GRP	VEND	REMARKS
										<u>SEE AP DETAIL SHEET</u>

	Key To Significant Entries:	
Account Number	5401 63110 63310	Mileage, local, for inspection work. AE services (engineering and design) Construction (Shelters, primarily)
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	See AP Detail	See AP Detail
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	Progra m	Sub- Cls	Project/ Grant	Monetary Amount	Voucher	Group Name	Vendor
AP00032577	2003-08-12	816	5401	43410	881	CP06	63955	33.84	00915003	MA3555 SCHUMI,LAURENCE R	0000047338
			5401 Total					33.84			
	2003-08-28	816	63302	43410	099	CP07	63955	1,852.50	00926563	MA3607 FACILITY MGMT PARTNERS, LI	0000021569
			63302 Total					1,852.50			
AP00032512	2003-08-07	816	63110	43410	099	CP06	63955	2,000.00	00913677	MA3542 ENVIROSCIENCE INC	0000044478
			63110 Total					2,000.00			
AP00032512	2003-08-07	816	63302	43410	099	CP07	63955	26,456.15	00913542	MA3542 DEW CONSTRUCTION INC	0000044661
			63302 Total					26,456.15			
AP00032478	2003-08-04	816	63310	43410	099	CP06	63955	47,031.65	00912631	MA3533 RAM ELECTRIC INC	0000045224
			63310 Total					47,031.65			
			Grand Total					77,374.14			

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

8

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Walpuegeth
Authorized Signature

9/30/03
Date

Board Action Requested

Ratify Partial Payment No. 2 in the amount of \$7,998.36 to LTK Engineering Services, Inc. for consulting services on the Union Depot study for the period ending June 30, 2003.

ACTION IS REQUESTED

Request Justification

- See attached information:
1. Proposed resolution ratifying payment
 2. Accounts Payable forms and Partial Payment No. 2
 3. LTK Engineering Services, Inc. Invoice No. 3161-002 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

October 7, 2003
Board Date

Kristine A. Longhunny
Signature

October 2, 2003
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of LTK Engineering Services, Inc. for the purpose of conducting the Union Depot study; and

WHEREAS, LTK Engineering Services, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through June 30, 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, LTK Engineering Services, Inc. Invoice No. 3161-002, Partial Payment No. 2 in the amount of \$7,998.36, attachments thereto, provide the correct documentation of payments due LTK Engineering Services through June 30, 2003; Now, Therefore Be It

RESOLVED, Payment to LTK Engineering Services in the amount of \$7,998.36 for services rendered through June 30, 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 E. Ortega, Chair

By: _____
Jim McDonough, Secretary



Business Unit: RRA
Voucher ID: 00002343

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 5.Aug.2003
Run Time 10:25:43 AM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

Invoice Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
Aug.2003	3161-002	30.Jun.2003	0000101563	LTK ENGINEERING SERVICES, INC.	ONL	LONGHEKR P		25.Aug.2003	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$7,998.36	\$0.00	100 W BUTLER AVE			AMBLER	PA	19002		
Billing	Group ID	Sales Tax	Pckp Ord'r Nbr							
RE	000491	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
	Analysis of St. Paul Unio Depo	\$7,998.36		\$7,998.36		Y	Y	Y	N	RRA	0000000304	SC

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
	425101	12501	150112	00000				2003			\$7,998.36			N
Account Name: Subsidies To Governmental Unit						Department Name: Union Depot Study								

ent Comments-Check Stub

Project No. C3161, Invoice No. 3161-002, dated 6/30/03
ices for June, 2003

her Comments

ice is subject to 5% retainage

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

Authorization

Klauspiegelaar

Date

9/4/03

2

3

Budget BP	Fund	Department	Project/Grant	Program
2003	12501 Ramey Co Regional Rail Auth	150112 Union Depot Study		00000 All Programs

Account	Requisition/PO/Voucher	Ln	Sc	Act	Ds	Line	Hdr	Amount	Pre-Encumbrance	Encumbrance				
Type	BU	ID	##	##	Type	##	Stat	Date	Stat	Vendor ID/Name				
425101	PO	RRA	0000000304	1	1	DST	1	O/V	15-MAY-2003	D	0000101563 Ltk Engineering Services, Inc.	100,000.00 CR		
	Vchr	RRA	00002265	1			1	/V	26-JUN-2003	P	Invoice ID: 3161-001	1,849.03 DB		
	Vchr	RRA	00002343	1			1	/V	25-AUG-2003	U	Invoice ID: 3161-002	7,998.36 DB		90,152.61
										Total Account: 425101 Subsidies To Governmental Unit	0.00	90,152.61		
										Total Program: 00000 All Programs	0.00	90,152.61		
										Total Project/Grant:	0.00	90,152.61		
										Total Department: 150112 Union Depot Study	0.00	90,152.61		
										Total Fund: 12501 Ramey Co Regional Rail Auth	0.00	90,152.61		

End of Report

TK Engineering Services

ber the Klauder Group

Invoice

100 West Butler Avenue
Ambler, PA 19002
215-542-0700
215-542-7676 FAX

Bill To:

Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Blvd.
St. Paul, MN 55102

Project Description:

Union Depot Analysis (Agreement dated 5/13/02 - Notice
to Proceed dated 5/15/03)

LTK Project #: C3161
Invoice Number: 3161-002

Invoice Date: 06/30/2003

Labor Category	Employee	Hours	Rate	Amount to Bill
Senior Professional	Thomas G. Matoff	26.0	147.00	3,822.00
Project Analyst	John E. Hillis, Jr.	2.0	115.00	230.00
Senior Systems Consultant	David E. Staplin	13.0	176.00	2,288.00
				-
				-
				-

Total Labor	41.0	6,340.00
--------------------	------	----------

Subcontractors	
Consultants	
Direct Travel	2,053.80
Telephone	
Reproduction	
Mailing	25.53
Supplies	
Miscellaneous	

Total Expenses	2,079.33
-----------------------	----------

Fee on Subcontractors
Fee on Expenses

Total Fee

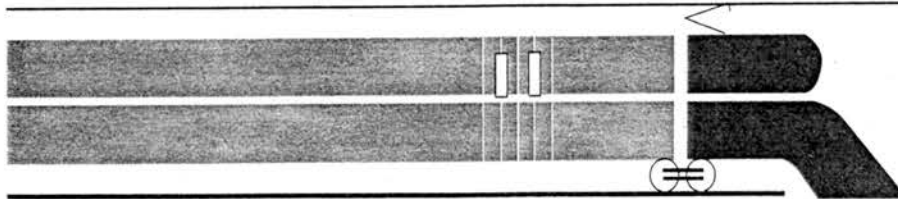
Invoice Total	8,419.33
----------------------	----------

LTK - Union Depot Analysis		
	Invoice #1	Invoice #2
LABOR	\$1,837.50	\$6,340.00
TOTAL LABOR	\$1,837.50	\$6,340.00
SUB TOTAL LABOR	\$1,837.50	\$6,340.00
DIRECT COSTS	\$11.53	\$2,079.33
TOTAL INVOICE	\$1,849.03	\$8,419.33
RETAINAGE (5%)		\$420.97
NET PAY INVOICE	\$1,849.03	\$7,998.36
Subsistence		\$497.60
Non-Local Transport		\$1,443.50
Local Transportation		\$108.20
Vehicle Rental		
Shipping Charges	\$11.53	\$25.53
Communications		\$4.50
Printing and Reprod		
Contract Labor		
Misc Field Supplies		
Professional Services		
Equipment Rental		
Miscellan Supplies		
Other		
Total	\$11.53	\$2,079.33

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
 LTK Engineering Services Inc. Contract History
 May, 2003 through June 30, 2003

Payment Number	Invoice Number	Invoice Amount	Adjustment	Revised Amount	Less Retainage	Net Payment	Remaining Amount
BY2003 12501 150112 00000 421501 - Total Contract Amount							100,000.00
1	3161-001	1,849.03	0.00	1,849.03	0.00	1,849.03	98,150.97
2	3161-002	8,419.33	0.00	8,419.33	420.97	7,998.36	90,152.61
Totals		10,268.36	0.00	10,268.36	420.97	9,847.39	

6



Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

October 21, 2003

Immediately following County Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from October 7, 2003 RCRRA meeting
2. * Minnesota Department of Transportation's I-694/35E Reconstruction Project
3. Rush Line Corridor Funding
4. Central Corridor update

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, October 7, 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 Tony Bennett
Commissioner Susan Haigh

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Alicia Vap,
Steve Morris, John Choi, Terry Speiker, Nick Riley, Julie
Kleinschmidt, Greg Mack, Lisa Falk, Kris Longhenry,

Chair Ortega called the meeting to order at 11:25 a.m.

1. Approve minutes from September 16, 2003 RCRRA meeting

A motion was made by Commissioner Bennett, seconded by Commissioner Haigh to approve minutes from the September 16, 2003, RCRRA meeting.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

2. State Legislative requests for 2004

John Choi presented the "RCRRA Legislative Proposals to Support" for 2004, which included three capital bonding requests (Central Corridor, Rush Line Corridor, and the Union Depot); metropolitan highway, transit, and operation financing; funding for other Metro Transitways Development Board (MTDB) capital projects (Northstar Commuter Rail, Red Rock Corridor, and Cedar Avenue Transitway); enhancing the transit services during I35/694 reconstruction; and monitoring of RCRRA previous legislative proposals.

Commissioner Reinhardt questioned if the MTDB actions are for 2004 or from the last legislative session. Commissioner Haigh answered saying that all the proposals are current and all were approved by the MTDB in October. She commented that she will distribute a copy of the MTDB resolution to the RCRRA and added that the RCRRA priorities are corridors within Ramsey County, but wanted to show that we support the other metropolitan corridors.

Commissioner Rettman stated that normally, there are individual items presented, rather than one package. She questioned if these items were going to stay together or split up. Kathy DeSpiegelaere answered saying that the packet can be split up into individual items if that is what is preferred.

Commissioner Rettman asked if the Union Depot was a bonding request. John Choi answered that it is a bonding request, but a form isn't being submitted, as the cost information to complete the form won't be known until November.

Commissioner Rettman commented that these items should be split.

A motion was made by Commissioner Wiessner, seconded by Commissioner Haigh, to approve the "RCRRA Legislative Proposals to Support" for 2004.

Commissioner Bennett stated that there wasn't documentation for the licensing fee schedules and he would not be willing to support this package as a whole. He concluded that the RCRRA request totals \$8.5 million, and commented that Cedar Corridor is requesting \$20 million.

Commissioner Haigh stated that she is concerned about Cedar Corridor request, but believed that RCRRA can use the concern as an advantage as the corridor is a bus extension of the Hiawatha Corridor, which is similar to the Riverview Corridor in that it provides for enhanced bus stops.

Commissioner McDonough noted that RCRRA needs to be diligent with MTDB for the Central Corridor to remain priority. He added that there was nothing in the packet about high-speed rail and noted that it should be included by either the RCRRA or the MTDB.

Commissioner Bennett stated that there should be funds added for high speed rail and note what the state should contribute. Commissioner Reinhardt suggested adding an amendment to the resolution to add high-speed rail as a bonding item. Commissioner Haigh suggested high speed rail be omitted from the proposal because she doesn't want to put high-speed rail in competition with other RCRRA corridors.

It was agreed that high-speed rail, Central Corridor, Rush Line Corridor, and the Union Depot would be pulled from the proposal package for the purpose of discussion. A motion was made by Commissioner Haigh, seconded by Commissioner McDonough, to approve a \$5.25 million funding request for state funds for the Central Corridor.

Commissioner Rettman suggested linking high-speed rail, the Central Corridor and the Union Depot together because the RCRRA is required to prioritize if multiple requests are made and these would be the top three priorities. Commissioner Haigh stated that she was comfortable with linking the Union Depot and the Central Corridor together, but was not comfortable with linking high-speed rail because the RCRRA doesn't have the ability to obtain bonding for it. Commissioner Ortega commented that it is more symbolic for the RCRRA to list high-speed rail.

Commissioner McDonough stated that someone needs to carry the message of high-speed rail. To view this as a regional comprehensive plan, high-speed rail needs to be a component along with commuter rail and light rail transit.

Commissioner Bennett referenced Item F. in the proposal packet as tying two items together, so the RCRRA should be able to tie high-speed rail, the Central Corridor and the Union Depot together.

Commissioner Haigh commented that she was misunderstanding what the others wanted to do with high-speed rail and noted that the discussion clarified the issue and its importance to St. Paul.

Commissioner Bennett commented that we should add \$10 million on behalf of the State for high-speed rail. Commissioner Rettman explained that this could be stated similar to Item F., written as "support \$X million for the multimodal concept for Ramsey County: \$5.25 million for final environmental impact statement and preliminary engineering for the Central Corridor, \$2.5 million for preliminary engineering of the Union Depot, and the rest for high-speed rail". Commissioner Bennett suggested \$10 million for high-speed rail, which totals RCRRA's request at \$17.75 million.

Commissioner Haigh stated that she would be happy with bringing high-speed rail in, but would need to be realistic in how this advantages or doesn't advantage the RCRRA.

Commissioner Wiessner stated that if the items are grouped together, the RCRRA will be asked to pick a project as a priority. She commented that the Central Corridor should go first and high-speed rail should

be mentioned with the Union Depot as a discussion point. Commissioner Ortega added that the RCRRA can pick a ballpark figure for high-speed rail.

Commissioner McDonough explained that flexibility is needed for those who are going to sell this proposal and grouping them together will tie our hands of any flexibility.

Commissioner Bennett suggested grouping the items as a goal of tying high-speed rail from Chicago to the Union Depot linked to the Central Corridor and then to Minneapolis. He commented that a figure could be added to each item, since the legislature will still look at each item individually.

Commissioner Bennett asked how much money the State of Wisconsin has for high-speed rail. Kathy DeSpiegelaere responded that she didn't have a figure, but knew that the Secretary of Transportation for Wisconsin was in Washington D.C. recently testifying in front of the Senate for high-speed rail funding for Wisconsin.

Commissioner Bennett commented that the RCRRA should propose \$10 million on behalf of Ramsey County and the State of Minnesota for high-speed rail.

A motion was made by Commissioner Reinhardt, seconded by Commissioner Bennett, to support \$8.75 million within Ramsey County projects and \$10 million for the State of Minnesota for high speed rail, broken down as follows:

- \$5.25 million – Central Corridor
- \$1 million – Rush Line Corridor
- \$2.5 million - Union Depot
- \$10 million – High-speed rail

Commissioner Reinhardt requested that it be clear what is for the State and what is for RCRRA.

Commissioner Haigh cautioned that the MTDB will not support \$10 million for high-speed rail and will look at our proposal as competition for the Northstar Corridor. Commissioner Ortega noted that the RCRRA supports the Northstar Corridor.

Commissioner McDonough asked what was supported last year by the MTDB for high-speed rail. Commissioner Haigh answered that the MTDB supported high-speed rail in the package, but not a specific bonding request. Kathy DeSpiegelaere added that the current MTDB proposal does make a reference to Midwest Regional Rail, but no specific dollars are allotted.

Roll call vote was taken.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority recognizes that transportation is an essential service that affects people and businesses; and

WHEREAS, State legislative funding is an important resource in providing transportation services;
Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a comprehensive financing plan for transportation that includes 2004 legislative requests in the following amounts for the following important transportation projects:

- \$5.25 million for the Central Corridor (St. Paul to Minneapolis) for preliminary engineering and environmental work;

\$1 million for the Rush Line Corridor (St. Paul to Hinckley) for bus improvements and park and ride facilities;

\$2.5 million for Union Depot, a multimodal transportation hub in downtown St. Paul that will serve regional, state and national corridors, for preliminary engineering;

The project total is \$8.75 million; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests \$10 million for the State of Minnesota for Midwest Regional Rail (high speed rail) from Chicago to St. Paul-Minneapolis.

A motion was made by Commissioner Haigh, seconded by Commissioner Bennett, to support the Metropolitan Highway, Transit, and Operation Financing proposal minus Item C regarding the new license tab fee schedule and the last paragraph.

Roll call vote was taken. Commissioner Rettman voted no.

Ayes – 6, Nays – 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority recognizes that transportation is an essential service that affects people and businesses; and

WHEREAS, State legislative funding is an important resource in providing transportation services; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a comprehensive financing plan for transportation that includes the following items:

Work on developing a proposal to finance capital and operating costs of new and existing transit services and road projects in the metropolitan area. Support Metropolitan Transitways Development Board proposal to establish the following financing mechanisms:

- A). A one-half percent greater metro-sales tax for a ten-year period. Additional sales tax would yield \$217 million per year starting in 2005 (2002 estimate). Proceeds will fund both major transit capital projects and highway projects. The state's 6.5 percent motor vehicle sales tax rate will not be affected.
- B). At least a six-cent increase in gas tax. Proceeds will allow for a \$113 million increase in the state's highway construction budget and \$79 million for counties, cities and townships.

Commissioner Haigh stated that Item C was discussed last year in the RCRRRA legislative packet and was also supported by the MTDB. She commented that last year there was a 4-5-page attachment that explained exactly how the license tab fees were going to change. She explained that it makes adjustments during the life of the vehicle to produce more revenue and added that it is not a wholesale change in the license tab, but adjusts your fee according to the age of your car as part of your ownership.

A motion was made by Commissioner Haigh, seconded by Commissioner Reinhardt, to support Item C regarding the new license tab fee schedule.

Roll call vote was taken. Commissioners Bennett and Rettman voted no.

Ayes – 5, Nays – 2
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority recognizes that transportation is an essential service that affects people and businesses; and

WHEREAS, State legislative funding is an important resource in providing transportation services;
Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority supports a comprehensive financing plan for transportation that includes the following items consistent with the Metro Transitways Development Board proposal:

A new license tab fee schedule should be implemented. The proceeds of this change would be used for transit funding and would yield an additional \$1 million per year. The new proposed schedule is phased in so that no vehicle owner pays more in a subsequent year than the fee currently paid.

A motion was made by Commissioner Haigh, seconded by Commissioner Reinhardt, to support the last paragraph of the financing proposal with the amendments of dropping "Also," and "of the above" and identifying this paragraph as item D.

Roll call vote was taken.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority recognizes that transportation is an essential service that affects people and businesses; and

WHEREAS, State legislative funding is an important resource in providing transportation services;
Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority, consistent with the Metro Transitways Development Board legislative position, supports development of a proposal to study implementation of financing tools, including additional sales tax, gas tax and revised license tab fee schedule. Other financing mechanisms as well as those listed should be studied in order to fund new and existing transit capital and operating costs in the greater metropolitan area.

A motion was made by Commissioner Haigh, seconded by Commissioner McDonough, to support: Funding for Specific MTDB Capital Projects (Northstar Commuter Rail, Red Rock Corridor and Cedar Avenue Transitway; Enhancing Transit Services During I-35/694 Reconstruction; and RCRRA Legislative Proposals to Monitor sections with an amendment to Item D. Item D. will now read, "Support \$126 million Northstar Corridor funding as the number one request for final design, construction, and right of way acquisition".

Roll call vote was taken. Commissioner Rettman voted no.

Ayes – 6, Nays – 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority recognizes that transportation is an essential service that affects people and businesses; and

WHEREAS, State legislative funding is an important resource in providing transportation services;
Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority (RCRRA), consistent with the Metro Transitways Development Board legislative position, supports the capital projects funding request of:

Northstar Corridor - \$126 million for final design, construction and right of way acquisition as the number one request;

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

Cedar Avenue \$20 million for construction of a transit station hub, interim improvements, environmental review and preliminary engineering; and Be It Further

RESOLVED, That the RCRRA supports a legislative request for enhancement of transit service during the I-35E/694 reconstruction; and Be It Further

RESOLVED, That the RCRRA supports monitoring legislative proposals relating to:

- (a) Hiawatha corridor operating cost allocation
- (b) proposed organization changes, and
- (c) other transit and highway funding.

3. Approve budget adjustment of \$70,000 for Central Corridor Coalition

A motion was made by Commissioner Reinhardt, seconded by Commissioner Haigh, to approve budget adjustment of \$70,000 for Central Corridor Coalition.

Roll call vote was taken. Commissioner Rettman voted no.

Ayes – 6, Nays – 1
Motion accepted.

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

WHEREAS, the Ramsey County Regional Railroad Authority has been working with the Central Corridor Partnership, a public/private partnership formed to advocate for and support the Central Corridor project; and

WHEREAS, the Central Corridor Partnership is requesting the Ramsey County Regional Railroad Authority pay a contribution of \$70,000 for an eighteen-month operating budget; and

WHEREAS, this contribution to the Central Corridor Partnership will require an adjustment in the 2003 budget; Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority approves the following budget transfer of \$70,000:

TRANSFER FROM APPROPRIATIONS

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150101	471101	Contingent Appropriations	\$ 70,000

TRANSFER TO APPROPRIATIONS

<u>Org. #</u>	<u>Account No.</u>	<u>Account Title</u>	<u>Amount</u>
150101	424302	Membership Account	\$ 70,000

and Be It Further

RESOLVED, That this contribution is contingent upon negotiation of an agreement satisfactory to the Ramsey County Budgeting and Accounting department and the Ramsey County Attorney's Office.

6. Approve Phalen Boulevard right of way plans

A motion was made by Commissioner McDonough, seconded by Commissioner Bennett, to approve Phalen Boulevard right of way plans.

Roll 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, The Ramsey County Regional Railroad Authority has approved Easement 049 with the City of St. Paul for a permanent easement to use RCRRA right of way for the construction and permanent roadway, Phalen Boulevard, from Payne Avenue to Johnson Parkway in St. Paul, a length of 1.6 miles; and

WHEREAS, A condition of Easement 049 is that the Ramsey County Regional Railroad Authority approve the Right of Way Plans for the Phalen Boulevard from Payne Avenue to Johnson Parkway; Now Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the right of way plans for the Phalen Boulevard from Payne Avenue to Johnson Parkway in St. Paul.

7. Ratify Partial Payment No. 12 in the amount of \$77,374.14 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending August 31, 2003

A motion was made by Commissioner Haigh, seconded by Commissioner McDonough, to ratify Partial Payment No. 12 in the amount of \$77,374.14 to Metropolitan Council for Riverview Corridor Transit Improvements of bus shelters, lighting and benches for the period ending August 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 August 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-2399, Partial Payment No. 12 in the amount of \$77,374.14, attachments thereto, provide the correct documentation of payments due Metropolitan Council through August 31, 2003; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$77,374.14 for services rendered through August 31, 2003, is hereby ratified.

8. Ratify Partial Payment No. 2 in the amount of \$7,998.36 to LTK Engineering Services, Inc. for consulting services on the Union Depot study for the period ending June 30, 2003.

A motion was made by Commissioner Haigh, seconded by Commissioner McDonough, to ratify Partial Payment No. 2 in the amount of \$7,998.36 to LTK Engineering Services, Inc. for consulting services on the Union Depot study for the period ending June 30, 2003.

Roll call vote was taken. Commissioner Rettman voted no.

Ayes – 6, Nays – 1
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of LTK Engineering Services, Inc. for the purpose of conducting the Union Depot study; and

WHEREAS, LTK Engineering Services, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through June 30, 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, LTK Engineering Services, Inc. Invoice No. 3161-002, Partial Payment No. 2 in the amount of \$7,998.36, attachments thereto, provide the correct documentation of payments due LTK Engineering Services through June 30, 2003; Now, Therefore Be It

RESOLVED, Payment to LTK Engineering Services in the amount of \$7,998.36 for services rendered through June 30, 2003, is hereby ratified.

3. Central Corridor update

This item was deferred until the next RCRRA meeting due to time constraints.

4. Discussion of right of way acquisition in Maplewood and White Bear Lake

Greg Mack, Ramsey County Parks and Recreation Director, reviewed the information in the documentation packet regarding right of way acquisition.

Commissioner Ortega asked how much money Greg Mack currently has for purchase of BN right of way. Greg answered that there is \$350,000 in acquisition funding committed from the State and the Metropolitan Council, but it expires July 2004.

Commissioner Rettman asked if it is worth the RCRRA's time to get an appraisal done and how much right of way Maplewood need? Greg Mack responded that the only issue for Maplewood would be the crossing of County Road D and they would like to build the intersection without having to build a bridge.

Greg stated that if there was a need to get to the Xcel Energy location, Maplewood would have to build a bridge to cross the BN right of way.

Commissioner Reinhardt requested that both RCRRRA and the Parks Department should create proposals for acquisition. Commissioner Rettman added that she would like to see information on the City of Maplewood's cost involvement.

Commissioner Ortega stated that he has had discussions with Greg Mack about this and approved Greg seeking extensions on the grants. He then suggested that this item be brought back to the RCRRRA a future meeting.

Commissioner Rettman requested that discussion also occur on how to handle citizens when a trail changes to some type of transitway.

Kathy DeSpiegelaere stated that this acquisition is in the RCRRRA long-term plan and is part of the Rush Line Corridor, which has the potential for transit use. Kathy explained that the RCRRRA has set aside dollars in previous years for this purchase. She noted that some of the issues that will need to be addressed include: trail and rail coexisting is difficult; grade separation; and rail negotiations are difficult and Greg Mack is under a deadline.

Chair Ortega adjourned the meeting at 12:23 PM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

10/16/03
Date

Board Action Requested

Minnesota Department of Transportation's I-694/I-35E Reconstruction Project

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere dated 10/16/03
 3. Maps

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

October 21, 2003
Board Date

Kristine A. Longhenry
Signature

October 16, 2003
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority is supportive of the Minnesota Department of Transportation's I-694/35E reconstruction project; and

WHEREAS, The Ramsey County Regional Railroad Authority believes the I-694/35E reconstruction project will help with congestion on both I-35E and I-694 and improve safety on both roadways; and

WHEREAS, The road construction on I-694/35E will increase congestion on this already congested roadway section; and

WHEREAS, The Ramsey County Regional Railroad Authority strongly supports transit and transit components such as park-and-rides and marketing of transit as ways to mitigate congestion during this I-694/35E construction project; Now, Therefore Be It

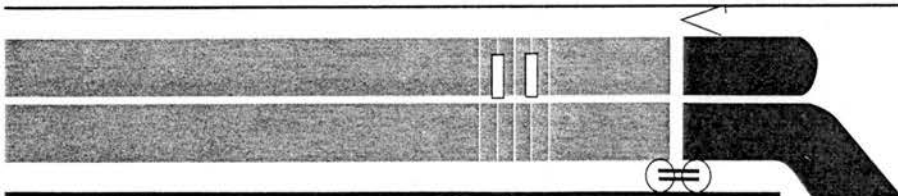
RESOLVED, The Ramsey County Regional Railroad Authority strongly encourages the Minnesota Department of Transportation to add a transit component to help mitigate the impacts of the I-694/35E construction project, which is already a heavily congested area.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Jim McDonough, Secretary



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
David Twa, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Minnesota Department of Transportation's I-694/35E
Reconstruction Project

Date: October 16, 2003

The Minnesota Department of Transportation (MnDOT) has advanced twelve state projects with bonding funds received during the 2003 legislative session. One project, the I-694/35E reconstruction project ("unweave the weave"), is located in Ramsey County. It is being advanced from a start date of 2008 to 2005. The project is estimated to cost \$118.6 million and will eliminate weaving movements through the commons area by adding additional lanes and various reconfigurations. Frank Pafko, MnDOT Area Manager, and Marc Goess, MnDOT Area Engineer, will be at the October 21 meeting to talk about the project and answer questions.

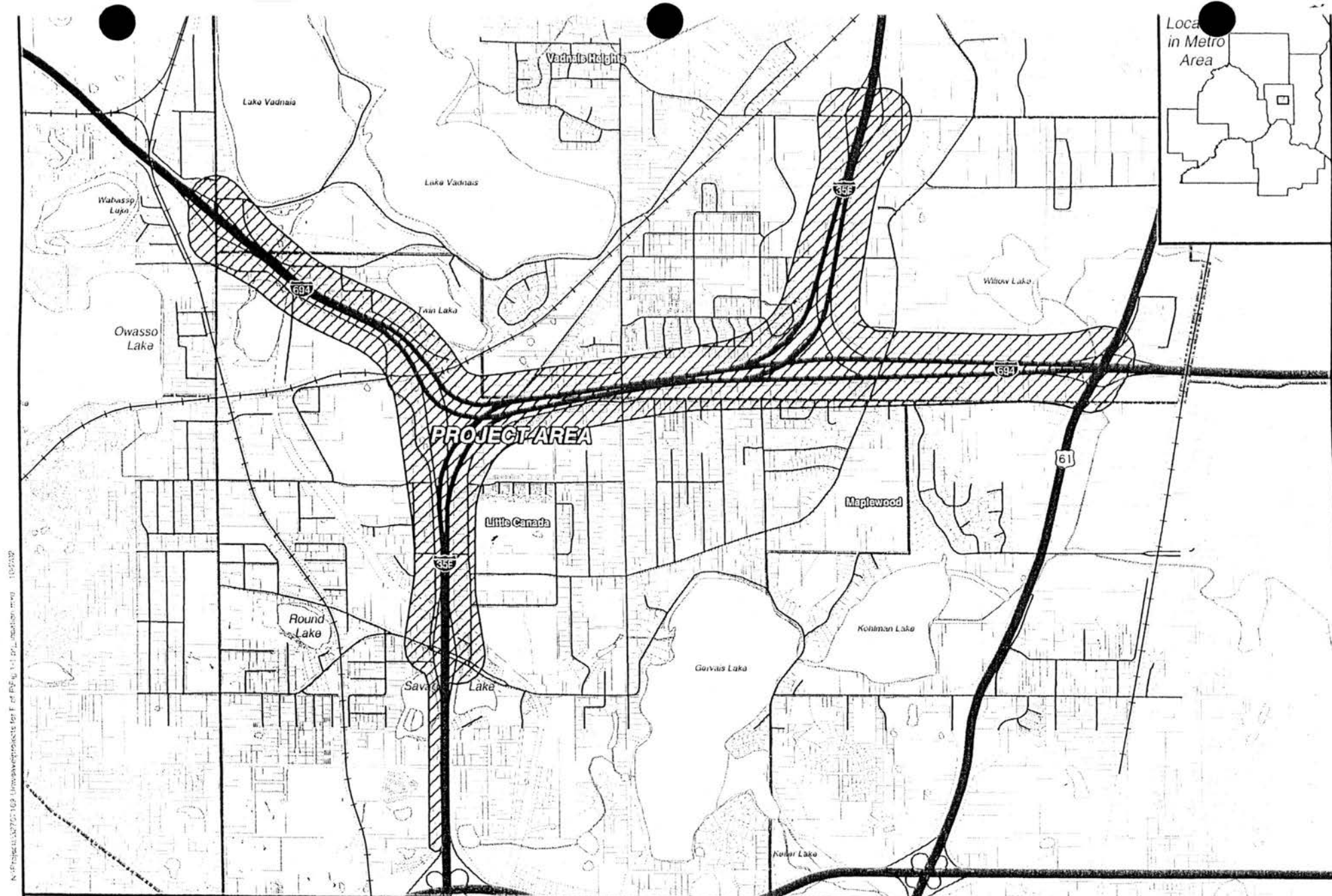
RCRRA staff met with representatives from MnDOT, Metro Transit, and the Metropolitan Council to discuss how transit could be incorporated to mitigate the impacts of congestion to this project, especially in light that it will be a three year project (though it is anticipated that one of the three years will not have significant impact on traffic). David Christianson, Regional Transportation Services Manager, Metropolitan Council, will be at the October 21 meeting to discuss possible transit projects that if funding were available, could be implemented to mitigate the construction impacts during this project.

Recommendation:

Consider attached resolution.

Attachments

2



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I-35E / I-694 Interchange Reconstruction Findings of Fact and Conclusions

— roads
+ railroads

lakes

Parcels
Project Area

0 0.125 0.25
Miles



Project Location Map

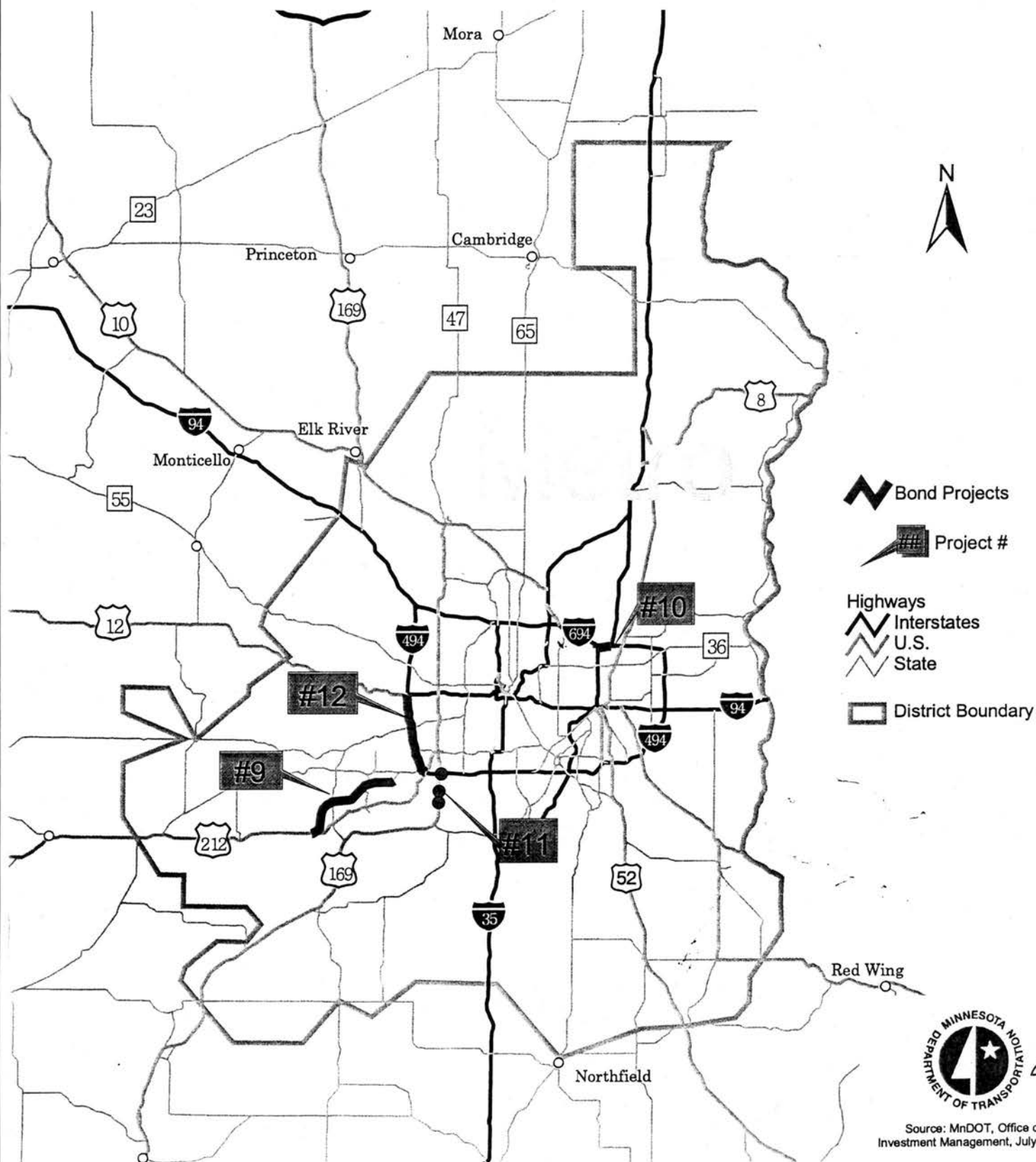
Figure 1.1

3

**Building More.
Building Faster.
Moving Better.**

The Pawlenty / Molnau Transportation Package

Metro Bond Projects





The Pawlenty/Molnau Transportation Package Building More, Building Faster, Moving Better

Map #10

Interstates 694/35E Ramsey County

Project Location:

Interstate 694 from the east junction to the west junction of I-35E in Vadnais Heights, approximately 3 miles.

Project Description:

Eliminate weaving movements through the I-35E/I-694 commons area through the construction of additional lanes

Average Daily Traffic Volumes:

Current: 120,000; projected 2025: 199,540

Total Construction Cost:

\$118.6 million

Design Build: No

Previous Start Date:

2008

Accelerated Start Date:

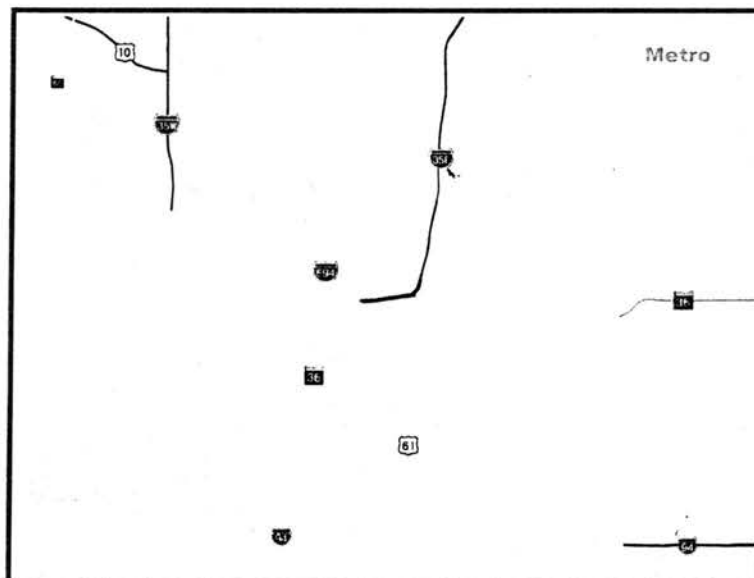
2005

Number of Years Advanced:

3

Benefits:

Upgrading to three lanes will eliminate the dangerous weave situation and increase safety. Travel time through the commons area is expected to decrease.



Mn/DOT Metro District
(651) 582-1481

July 31, 2003

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

10/16/03
Date

Board Action Requested

Rush Line Corridor Funding

DISCUSSION ONLY

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere dated 10/16/03
 2. Maps

Budgeting and Accounting

County Attorney

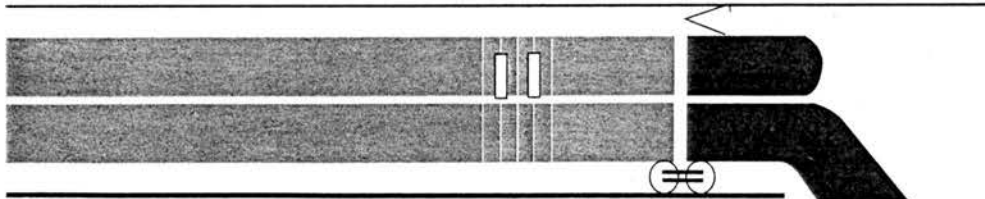
Risk Management

Documentation certified complete for:

October 21, 2003
Board Date

Kristine A. Longhenry
Signature

October 16, 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
David Twa, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Rush Line Corridor Funding

Date: October 16, 2003

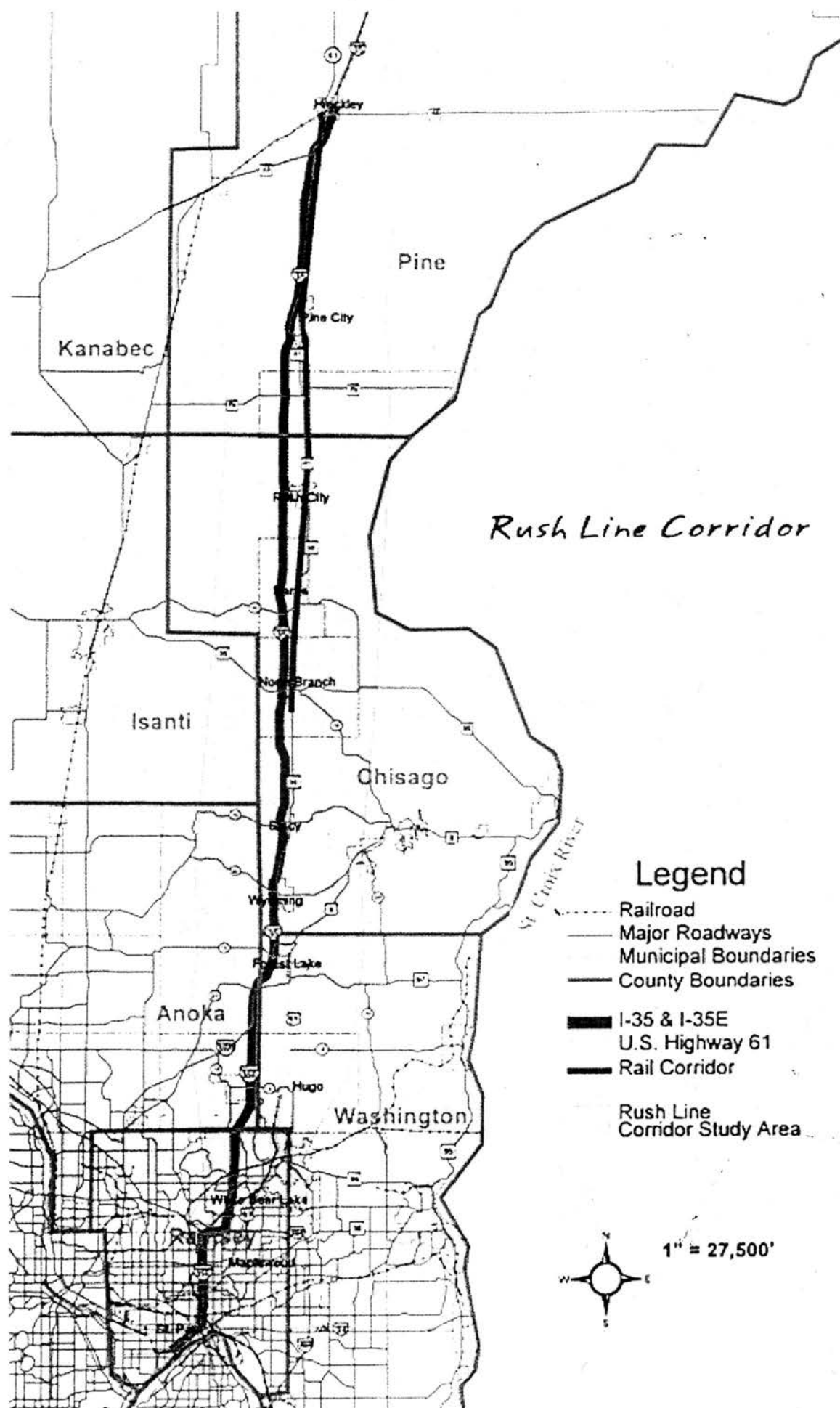
The Rush Line Corridor has received two separate federal transit appropriations of \$500,000 each for federal fiscal years 2002 and 2003. The Rush Line Corridor Task Force recently finalized allocation of the \$1 million federal transit funds. Each agency that has received federal funds for a project has agreed to match the required 20% local funds. The projects funded are:

<u>Agency</u>	<u>Project</u>	<u>Federal Funding</u>
Metro Transit	Maplewood Mall	\$ 188,000
Chisago County	I-35/Co. Rd. 17 Park-and-Pool	\$ 188,000
Pine County	Rock Creek Park-and-Pool	\$ 97,000
Metro Commuter Services	Two vanpool vans	\$ 37,542
Washington County	Forest Lake Transit Center	\$ 489,458
	TOTAL	\$1,000,000

Maplewood Mall Project

Attached is more detailed information about the Maplewood Mall Transit Center and Park-and-Ride project. This project will create a combined transit center and park-and-ride at the southwest corner of the Mall. Metro Transit has acquired the former Maplewood II Theater, and the project will be located at this location. The current park-and-ride in the northeast corner of the mall will be relocated to the new site when it is completed. Construction will begin in spring 2004 for the project, which can accommodate up to 426 vehicles. Transit service from the site will continue to serve major destinations such as downtown St. Paul, Minneapolis, the University of Minnesota.

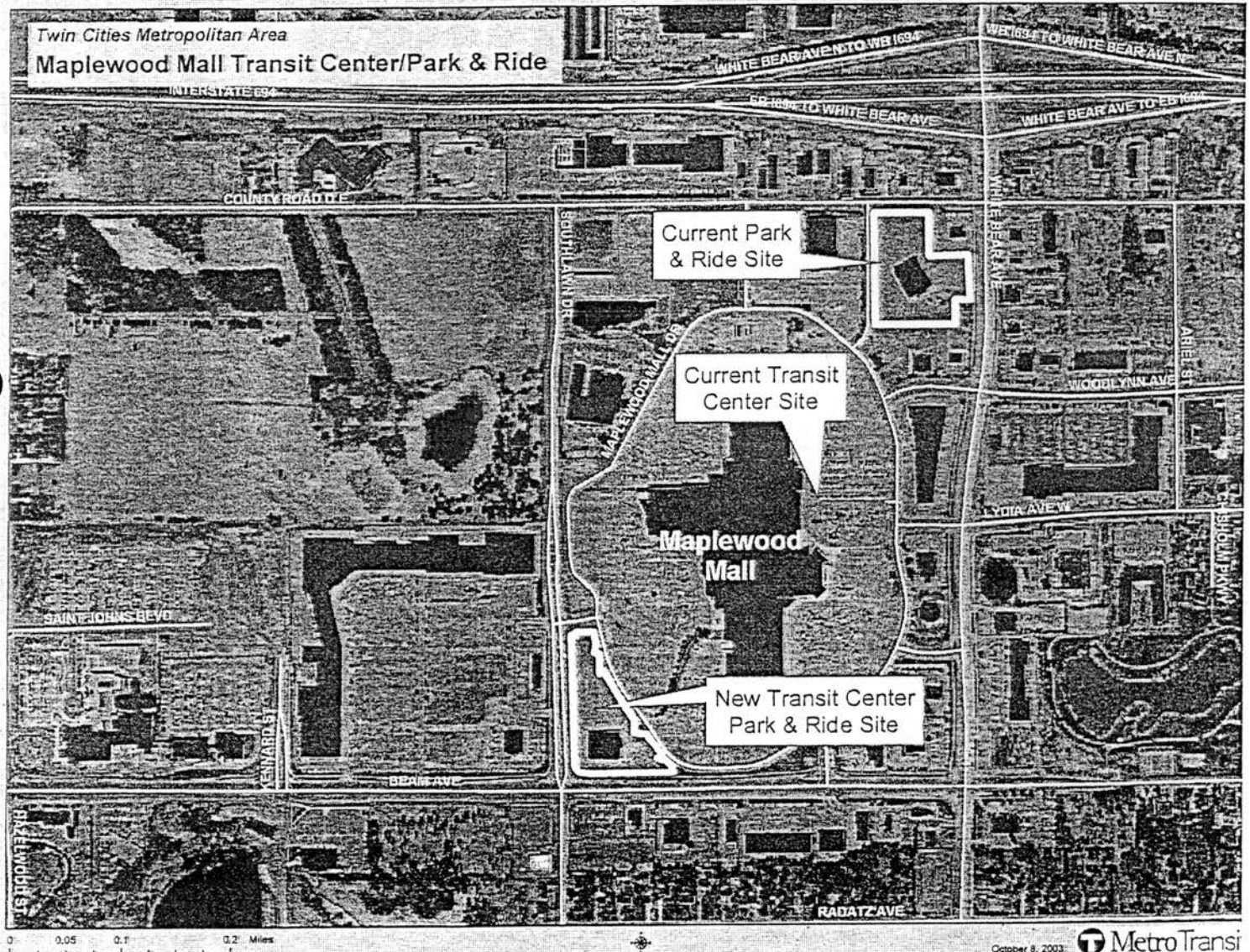
Attachments



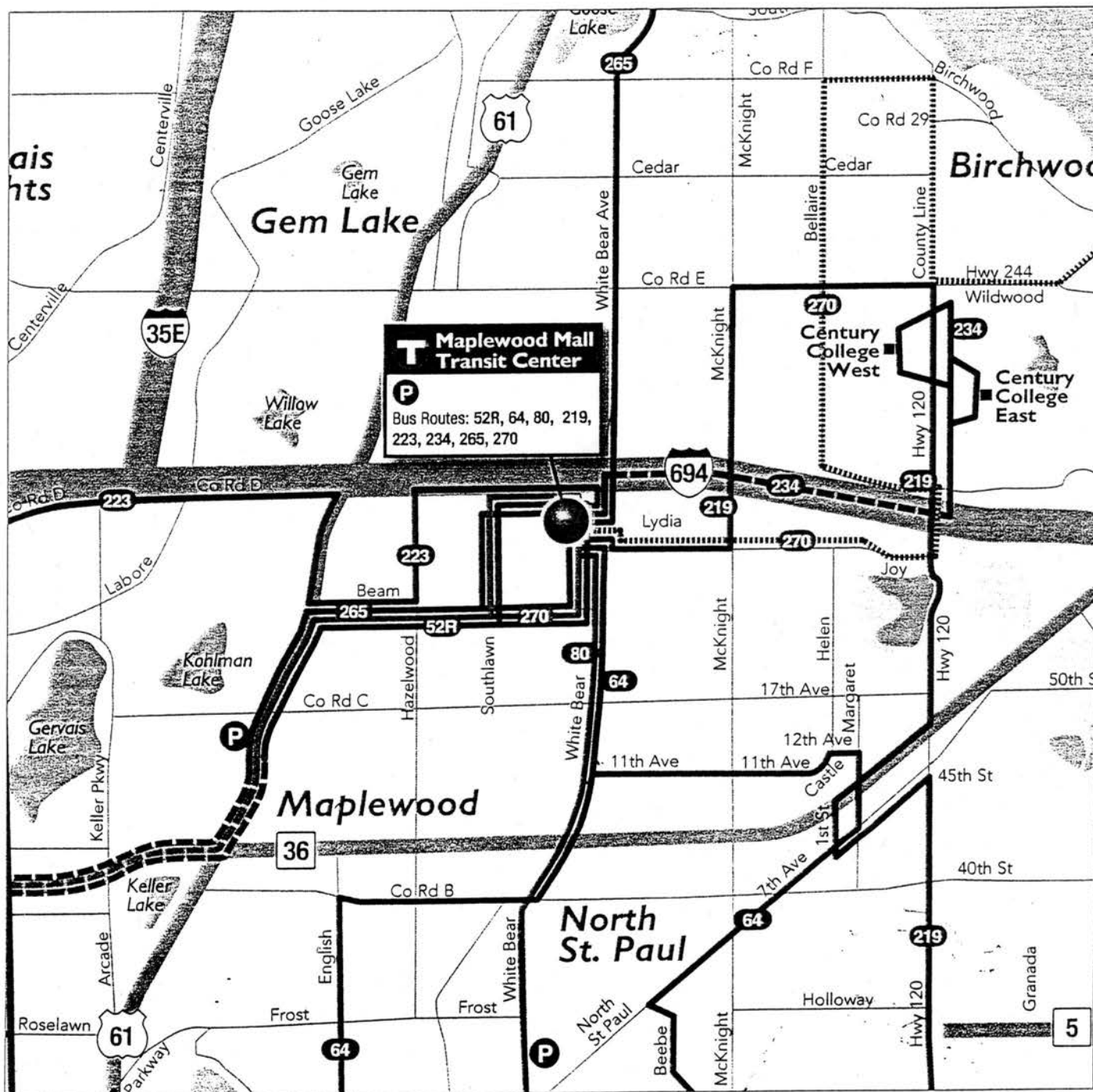
Maplewood Mall Transit Center/Park and Ride Rush Line Corridor Potential Capital Project

Maplewood Mall Bus Routes

Route	Description	Frequency of Service
52R	Rosedale, University of Minnesota	2 A.M. southbound trips, 1 P.M. northbound trip
64	North St. Paul, Maryland Ave, downtown St. Paul, W. 7 th St, College of St. Catherine, Highland Park, Ford Plant	Peak: 7-15 min; Midday: 15 min; Evening: 30 min; Saturday: 15-60 min; Sunday 30-60 min.
80	White Bear Ave, Sun Ray Center	Peak, midday, Saturday, and Sunday: 60 min.
219	Century College, North St. Paul, Oakdale, Century Ave, Globe College, Landfall, Sun Ray Shopping Center	Peak, midday, and Saturday: 60 min.
223	Rosedale, Little Canada Transit Center, St. John's Hospital	Peak, midday, and Saturday: 60 min.
234	Century College	Peak and midday: 60 min.
265	Express to downtown St. Paul, White Bear Lake	Peak: 30 min.
270	Express to downtown Minneapolis, Birchwood, Mahtomedi	Peak: 10 min.



From TWIN CITIES METROPOLITAN AREA TRANSIT SYSTEM MAP
Maplewood Mall and vicinity





Maplewood Mall Transit Center and Park/Ride

For several years Metro Transit has been attempting to create a combined transit center and park and ride at Maplewood Mall. In December of 2002, the former site of the Maplewood II Theater was acquired for this purpose. Since then, Metro Transit has been preparing a design for this facility. Included are several sheets reflecting the proposed facility.

Construction of the transit center is currently scheduled to begin in the spring of 2004. The facility includes an island platform for loading and unloading passengers, passenger waiting shelters, a parking lot for park and ride passengers, signage, and landscaping. The transit center is designed to accommodate up to twelve bus routes, with up to ten buses staged at any given time. At present, six local and three express bus routes will utilize this location. Metro Transit staff created a plan allowing several bus routes to share the same loading areas, reducing the total necessary staging area.

The main shelter combines operator restrooms as well as a heated, enclosed passenger waiting area. The appearance of this shelter is similar to existing transit centers in Columbia Heights and at the Sun Ray Shopping Center in St. Paul. In addition, a standard passenger shelter is also to be installed on each end of the island. A pedestrian crosswalk will be provided through the island area, as well as across the mall ring road. A flashing crosswalk indicator and sign will also be installed at the ring road. Metro Transit intends to work cooperatively with Maplewood Mall to ensure the safety of the passengers arriving and departing from this facility.

The parking lot is designed to accommodate 426 stalls, including 10 handicap accessible and 4 motorcycle stalls. The park and ride currently located at the Maplewood I Theater will be relocated to the site upon completion of this project. Bus operations that are currently occurring near the eastern mall entrance will also be relocated to this site once the transit center is constructed. Security cameras are scheduled for installation at various locations at both the transit center and in the parking lot. New lighting upgrades at the transit center and in the parking lot are also included.

This facility will provide a permanent location for transit customers to access Maplewood Mall and to make transfers between routes. The park and ride will provide expanded commuter parking capacity for express routes servicing downtown Minneapolis, downtown St. Paul, and the University of Minnesota.

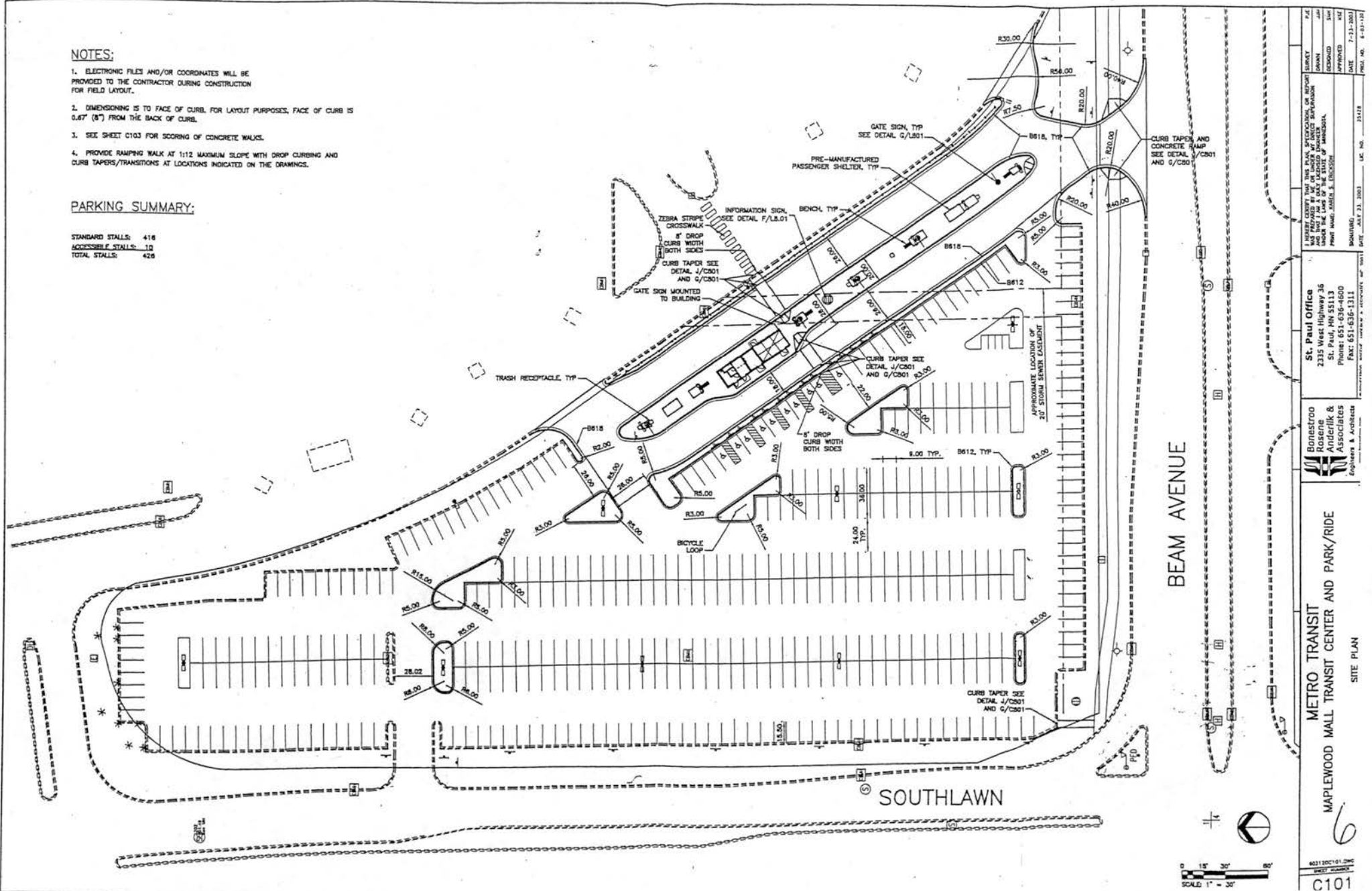
A service of the Metropolitan Council

NOTES:

1. ELECTRONIC FILES AND/OR COORDINATES WILL BE PROVIDED TO THE CONTRACTOR DURING CONSTRUCTION FOR FIELD LAYOUT.
2. DIMENSIONING IS TO FACE OF CURB. FOR LAYOUT PURPOSES, FACE OF CURB IS 0.67' (8") FROM THE BACK OF CURB.
3. SEE SHEET C103 FOR SCORING OF CONCRETE WALKS.
4. PROVIDE RAMPING WALK AT 1:12 MAXIMUM SLOPE WITH DROP CURBING AND CURB TAPERS/TRANSITIONS AT LOCATIONS INDICATED ON THE DRAWINGS.

PARKING SUMMARY:

STANDARD STALLS: 416
ACCESSIBLE STALLS: 10
TOTAL STALLS: 426



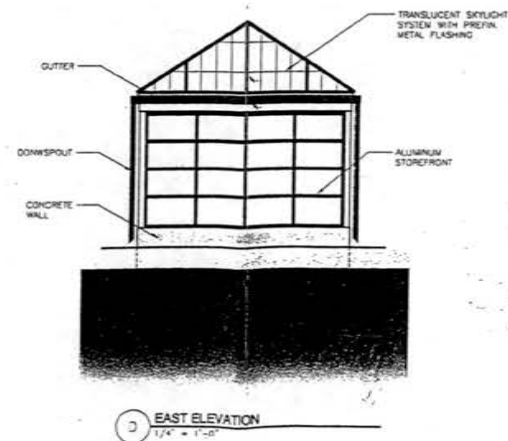
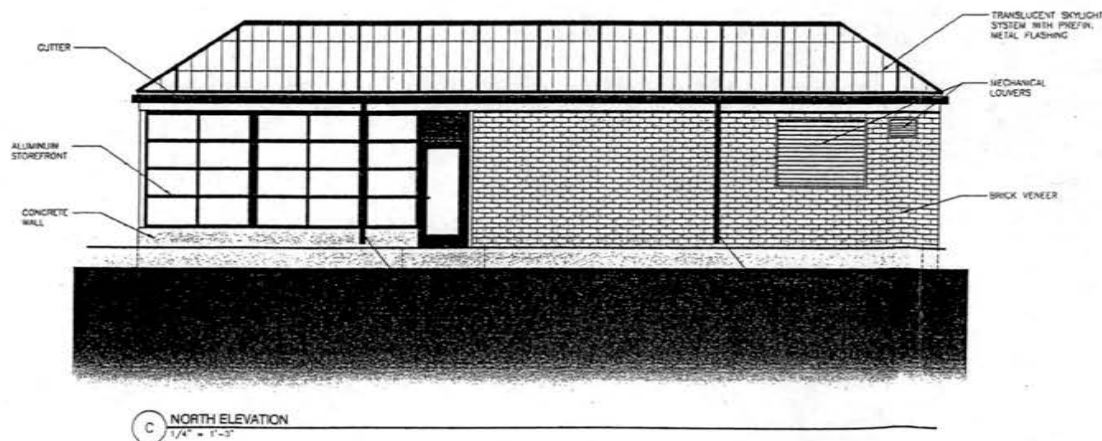
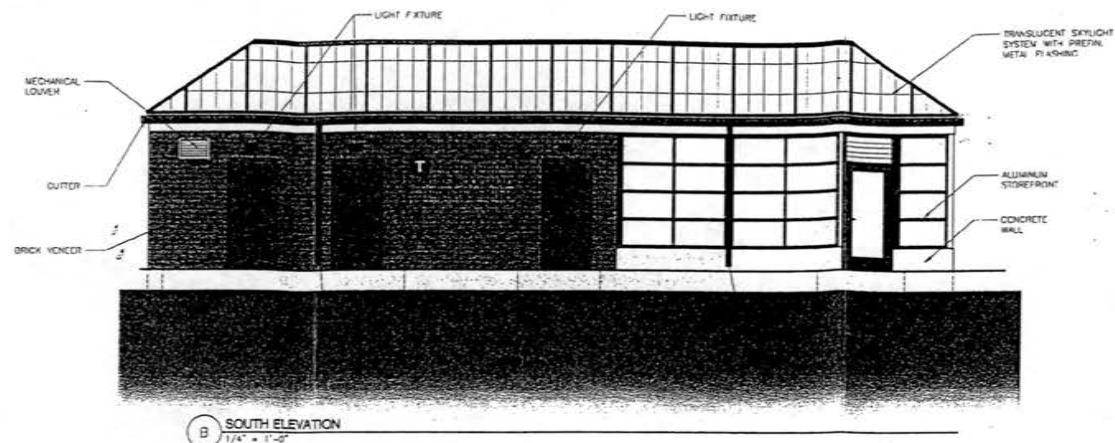
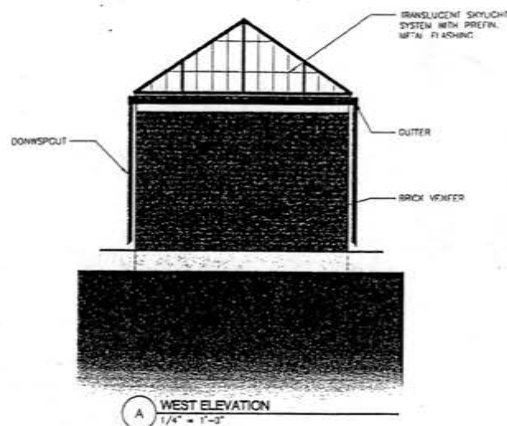
METRO TRANSIT
MAPLEWOOD MALL TRANSIT CENTER AND PARK/RIDE

Bonestroff
Rosenberg
Anderslik &
Associates
Engineers & Architects

St. Paul Office
2315 West Highway 36
St. Paul, MN 55113
PHONE: 651-686-1600
FAX: 651-686-1311

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
PROJECT NAME: SMOKE & ENGLISH
DATE: 7-23-2003
SCALE: 1" = 30'

402110010101
SHEET NUMBER
C101



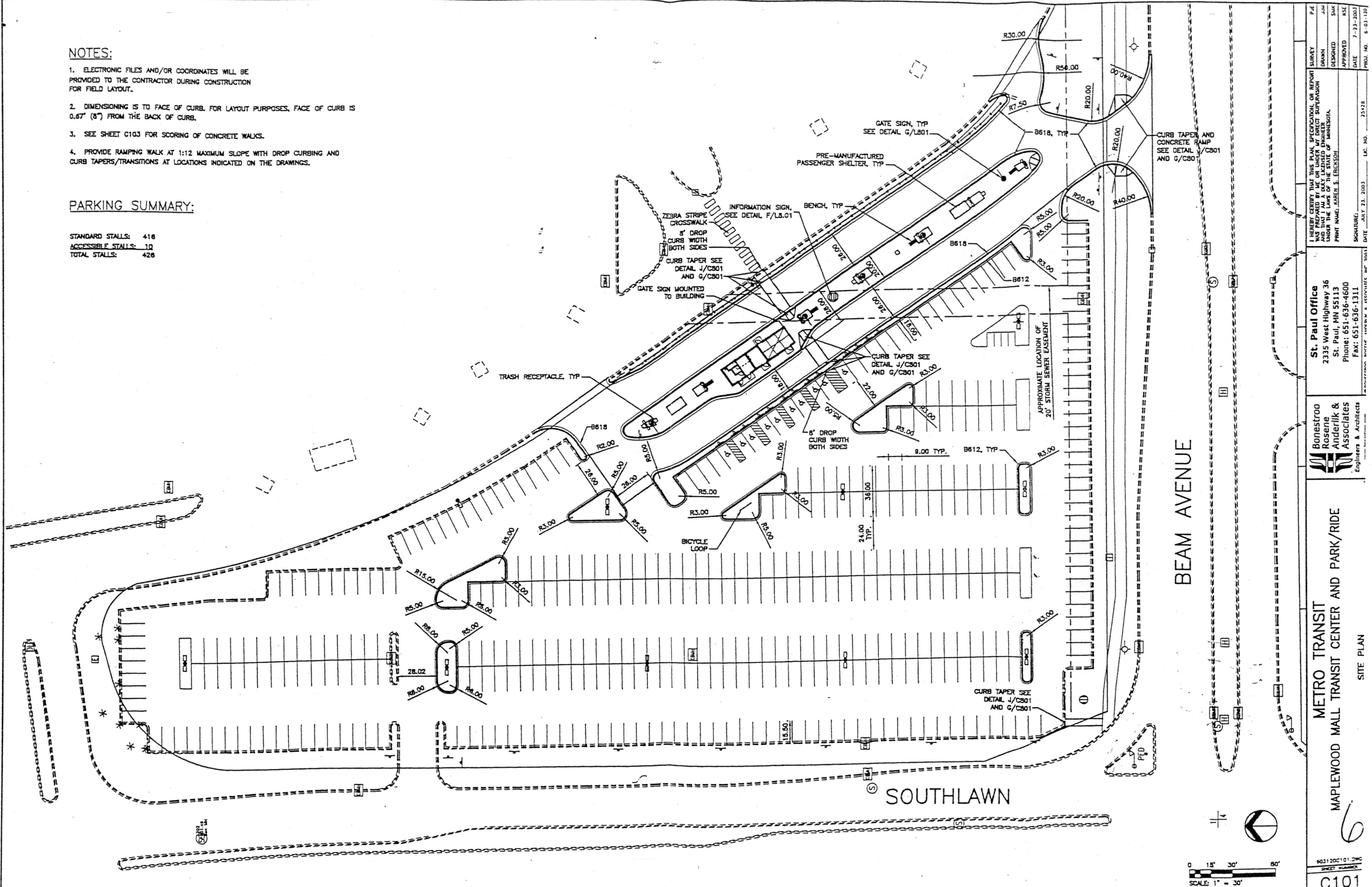
St. Paul Office 2335 West Highway 36 St. Paul, MN 55111 Phone: 651-636-4600 Fax: 651-636-1311	Bonestroff, Rose, Andriak & Associates Engineers & Architects www.bonestroff.com	METRO TRANSIT CENTER AND PARK/RIDE MAPLEWOOD MALL TRANSIT CENTER AND PARK/RIDE BUILDING ELEVATIONS	SHEET NO. 4-131-10
			DATE: 4-13-10

NOTES:

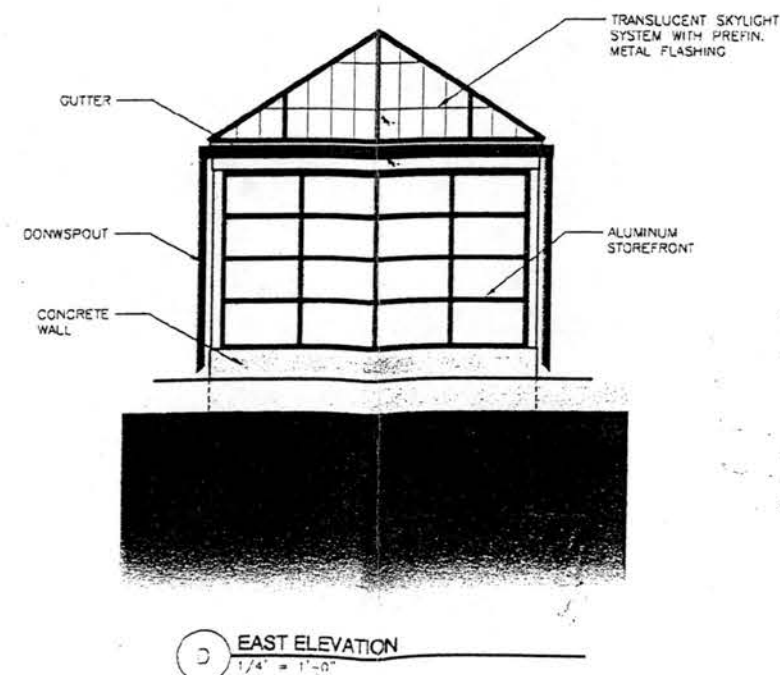
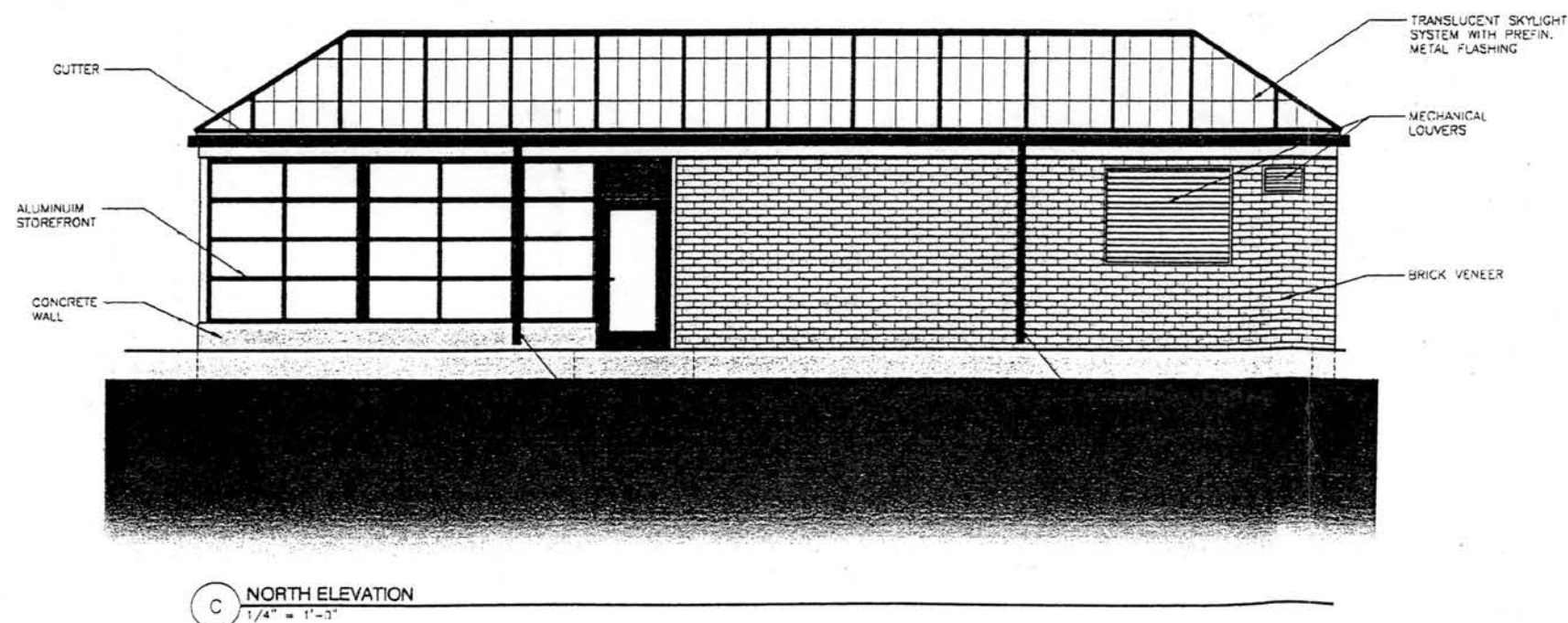
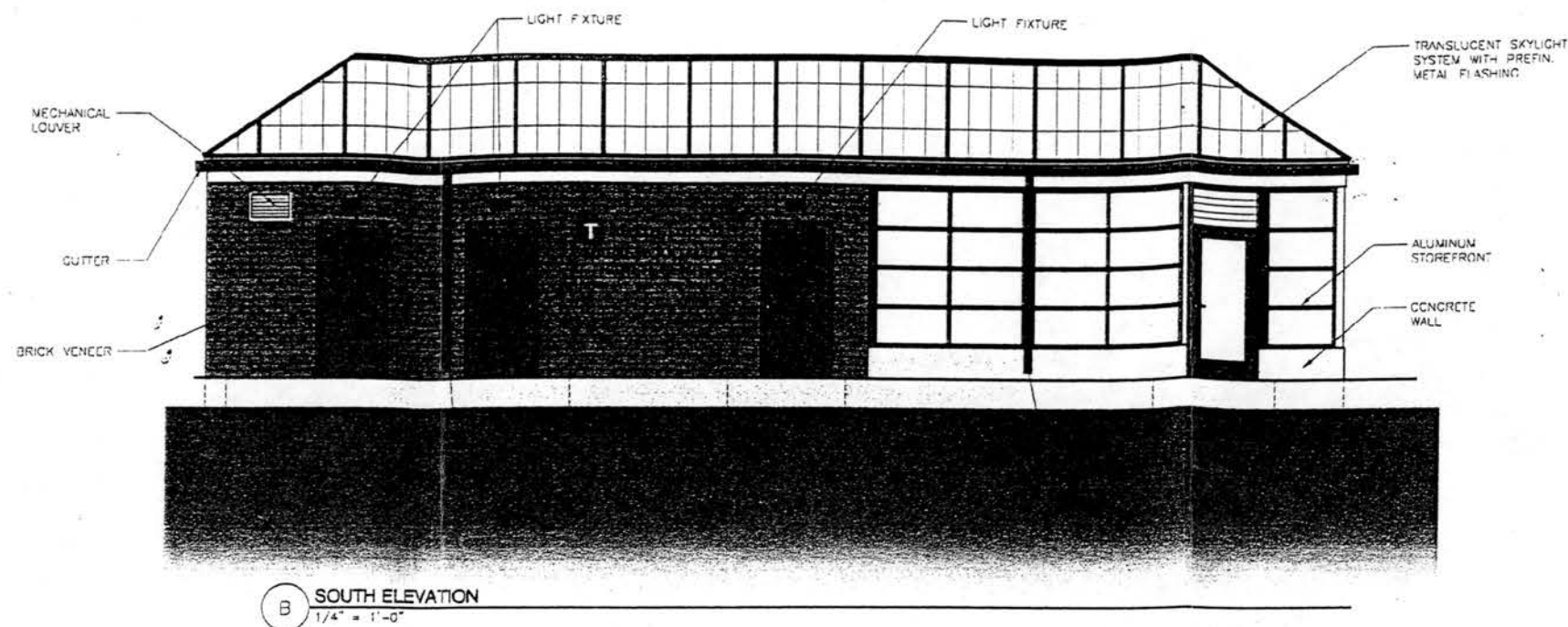
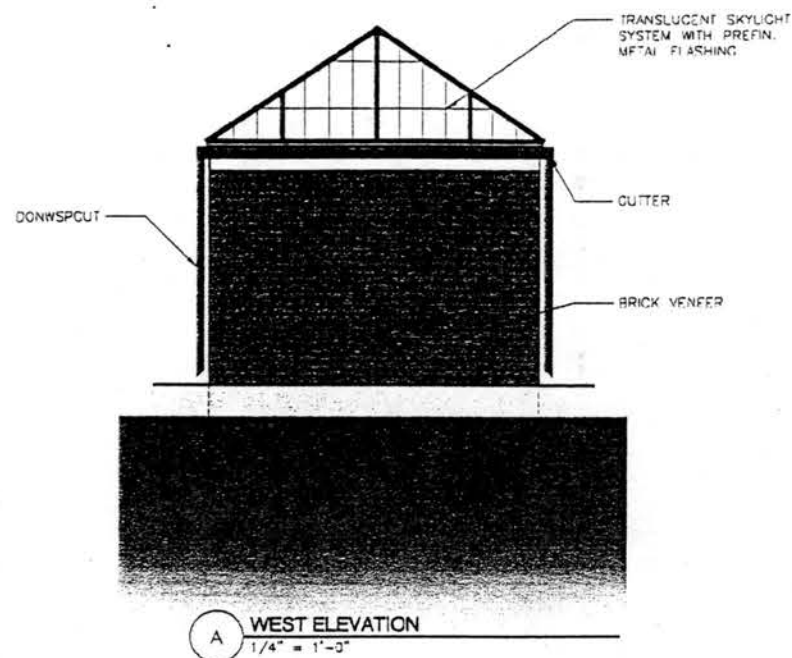
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METRO TRANSIT MAPLEWOOD MALL TRANSIT CENTER AND PARK/RIDE		
SITE PLAN		
603120C101.DWG SHEET NUMBER C101		

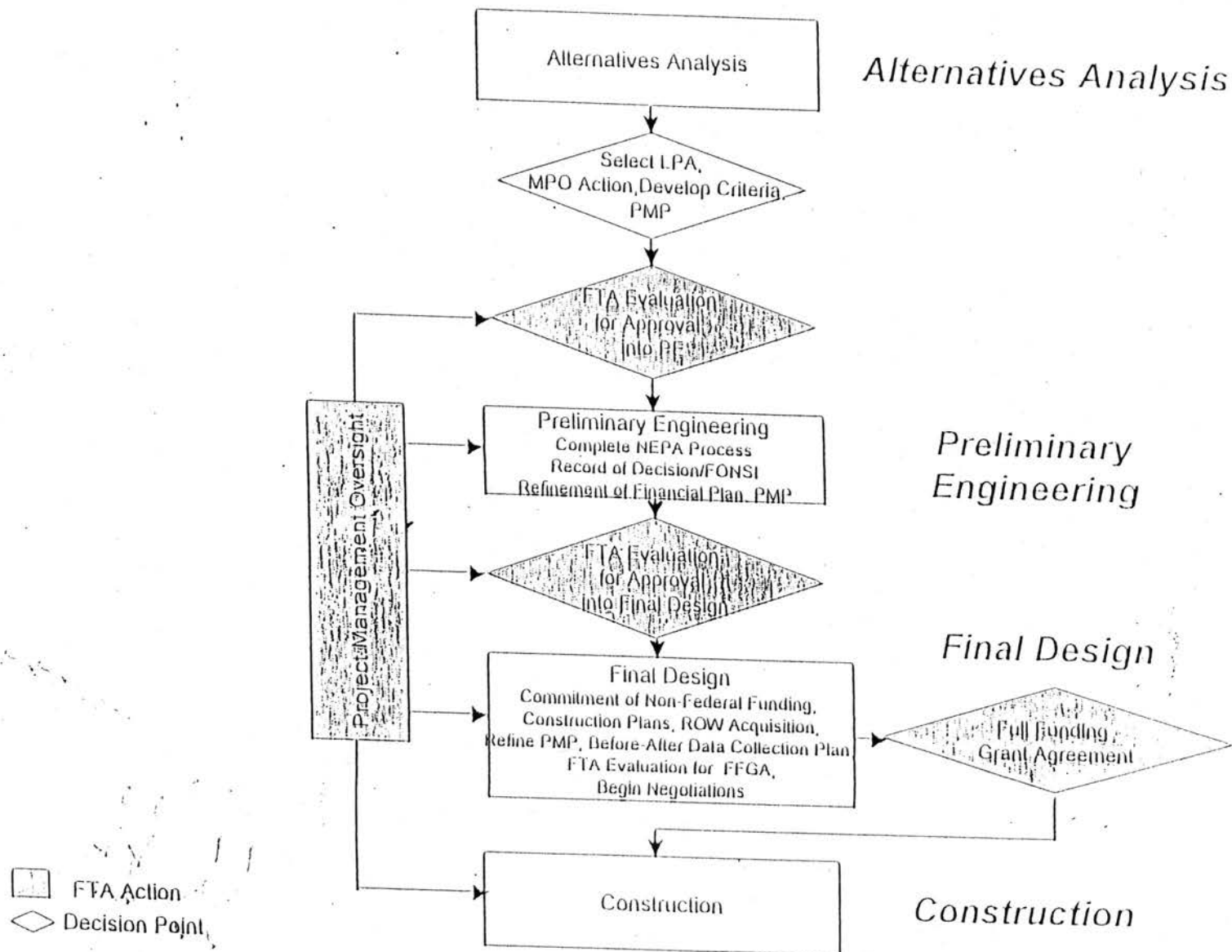


I HEREBY CERTIFY THAT THE PLAN, SPECIFICATIONS, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DAILY LICENSED PROFESSIONAL ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA. PRINT NAME: BRUCE P. PAULSEN SIGNATURE: _____ DATE: _____		SURVEY DESIGN APPROVED DATE PREL. NO. 4-03-120
St. Paul Office 2335 West Highway 36 St. Paul, MN 55113 Phone: 651-636-4600 Fax: 651-636-1311		L.C. NO. _____ DATE _____
Bonestroo Rosene Anderlik & Associates Engineers & Architects www.bonestroo.com		
METRO TRANSIT MAPLEWOOD MALL TRANSIT CENTER AND PARK/RIDE BUILDING ELEVATIONS		
603120A201.dwg SHEET NUMBER A201		

4

October 16, 2003
Date

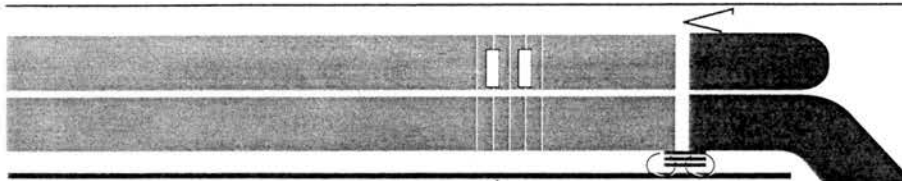
TEA-21 New Starts Planning and Project Development Process



Central Corridor Update October 14, 2003

The Central Corridor is currently at the project development stage depicted in the top diamond of the attached FTA flow chart. Components involved are shown in the following table. Changes since the last report are shown in **BOLD**.

Submit Draft AA/DEIS to FTA	Complete
Phase I Cultural Resources Report	Draft received; 30 day SHPO review complete .
AA/DEIS submitted to FTA with Revisions	Fall
FTA Approval of AA/DEIS for Hearings	Fall
AA/DEIS Released to Public	
Develop Project Management Plan	Draft Complete
Conduct Additional Design and Community Outreach Work	RFP's Issued. Recommendations to RCRRA on August 26, 2003. Contracts and grant agreements in negotiation. Federal grant approval announced September 19. Metropolitan Council Transportation Committee approved funding pass-through on October 13. To full Council on 22nd.
Conduct Phase II Cultural Resources Work	RFP Issued. Proposals for Phase II Cultural Resources work received. Evaluations underway.
Public Hearings Held by Coordinating Committee	
Select Locally Preferred Alternative	
Submit New Starts Criteria to FTA	Met Council



Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

November 4, 2003

Immediately following County Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from October 21, 2003 RCRRA meeting
2. Travel Behavior Inventory (TBI) Presentation – Mark Filipi, Metropolitan Council
3. Discussion of Burlington Northern right of way from Beam Avenue to Buerkle Circle
4. * Ratify final payment and release of retainage in the amount of \$10,956.46 to Himle Horner, Inc. for Central Corridor Public Education work
5. * Ratify Partial Payment No. 13 in the amount of \$235,584.25 to Metropolitan Council for Riverview Corridor transit improvements of bus shelters, lighting and benches for the period ending September 30, 2003
6. Central Corridor update

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, October 21, 2003, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Jim McDonough
Commissioner Victoria Reinhardt (arrived at 11:23)
Commissioner Janice Rettman
Commissioner Jan Wiessner
Commissioner Tony Bennett
Commissioner Susan Haigh (arrived at 11:23)

OTHERS PRESENT: Kathy DeSpiegelaere, David MacMillan, Alicia Vap,
David A. Christianson, Ken Haider, Steve Morris, John
Choi, Tim Mayasich, Frank Pafko, Marc Goess, Kris
Longhenry, Kent Bernard, Julie Kleinschmidt

Chair Ortega called the meeting to order at 11:23 a.m.

1. Approve minutes from October 7, 2003 RCRRA meeting

A motion was made by Commissioner McDonough, seconded by Commissioner Wiessner to approve minutes from the October 7, 2003, RCRRA meeting.

Roll call vote was taken:

Ayes – 5, Nays – 0
Motion accepted.

2. Minnesota Department of Transportation's I-694/35E Reconstruction Project

(Commissioner Reinhardt and Commissioner Haigh arrived at this time.)

Kathy DeSpiegelaere introduced Frank Pafko, Mn/DOT Area Manager; Marc Goess, Mn/DOT Area Engineer; and David Christianson, Manager of Regional Transportation Systems, Metropolitan Council.

Frank Pafko presented general information on Mn/DOT's I-694/I-35E Reconstruction Project named "Unweave the Weave". Marc Goess provided a detailed presentation on "Unweave the Weave". The total cost of the project is \$119 million. The average daily traffic volumes are currently 120,000, and are projected to increase to 199,540 in 2025.

Commissioners discussed traffic mitigation during the construction project, including transit and park and rides. They also discussed project schedule and cost.

A motion was made by Commissioner Reinhardt, seconded by Commissioner Bennett, to support transit and transit components to help mitigate the impacts of the "Unweave the Weave" project.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority is supportive of the Minnesota Department of Transportation's I-694/35E reconstruction project; and

WHEREAS, The Ramsey County Regional Railroad Authority believes the I-694/35E reconstruction project will help with congestion on both I-35E and I-694 and improve safety on both roadways; and

WHEREAS, The road construction on I-694/35E will increase congestion on this already congested roadway section; and

WHEREAS, The Ramsey County Regional Railroad Authority strongly supports transit and transit components such as park-and-rides and marketing of transit as ways to mitigate congestion during this I-694/35E construction project; Now, Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority strongly encourages the Minnesota Department of Transportation to add a transit component to help mitigate the impacts of the I-694/35E construction project, which is already a heavily congested area.

3. Rush Line Corridor Funding

Alicia Vap provided a brief explanation of the Rush Line Corridor funding.

4. Central Corridor Update

Steve Morris stated that this project is still being worked on.

Chair Ortega adjourned the meeting at 12:05 PM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Walpurgelore
Authorized Signature

10/28/03
Date

Board Action Requested

Travel Behavior Inventory (TBI) Presentation

DISCUSSION ONLY

Request Justification

See attached information.

Mark Filipi, Metropolitan Council, will present information on the 2000 TBI at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 4, 2003

Board Date

Kristine A. Longhenry
Signature

October 28, 2003
Date



2000 Travel Behavior Inventory

About the Study

- The Travel Behavior Inventory (TBI) is a comprehensive survey of travel characteristics in the region.
- The TBI was previously conducted in 1990, 1982, 1970, 1958 and 1949 (about every 10 years to coordinate with demographic data available from the decennial censuses).
- TBI purpose:
 - To update the regional computerized travel-forecasting model to estimate future travel by purpose, time of day, travel mode and travel route.
 - To provide a factual basis for decisions about highway and transit improvements.
- New with the 2000 TBI:
 - Nonmotorized travel (walking and biking) is included as well as vehicular travel.
 - Travel data are included from counties outside (adjacent to) the seven-county area.
- Lead agencies: Metropolitan Council and the Minnesota Department of Transportation (Mn/DOT)
- TBI consists of several coordinated surveys conducted over a 12-month period. The first survey began in August 2000 and the final survey was completed in August 2001.
 - Home Interview Survey: Data from 6,219 randomly selected households who kept a travel diary for one day (the centerpiece of the TBI). Of that total, 5,032 households lived in seven-county metro area and 1,187 in the surrounding 13 counties.
 - External Station Survey: Measured travel coming into the seven-county area.
 - Highway Speed Survey: Gauged travel speed measured by Mn/DOT's Traffic Management Center and an on-the-road survey.
- Relationship to 2000 Census travel data:

The Census "long form" collected data solely about the journey to work made by workers residing in the household. The Travel Behavior Inventory Home Interview Survey collected data concerning all trip types by all persons five years of age or older in the household.

About this Briefing Memo

- This is the first in a series of brief reports on data from the TBI surveys. Study findings will be released throughout 2003.
- Although the TBI collected data on bicycle and walking trips, this briefing memo highlights data for motorized trips only so as to be comparable to the 1990 TBI data.
- This briefing memo does not include travel data collected from adjacent counties.
- A summary report will be published about mid-summer, which will compile all the results of the TBI surveys.

Data Highlights

Both person trips and vehicle trips continue to grow faster than the number of housing units or the population.

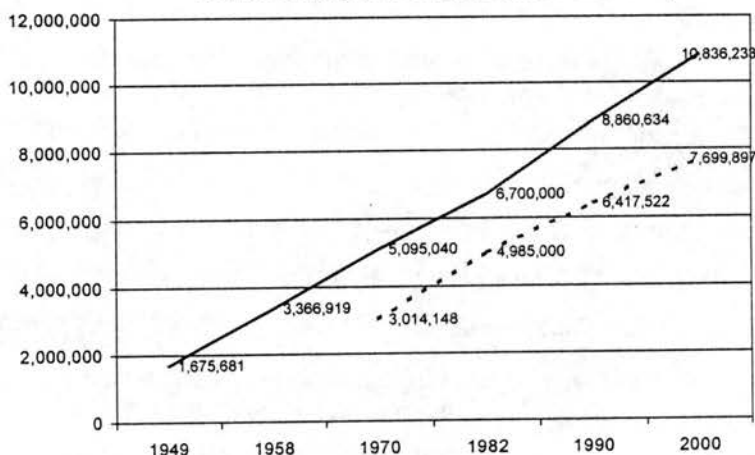
A *person trip* is a one-way journey between two points by one person. A *vehicle trip* is a one-way journey made by an auto, truck or bus, regardless of the number of people transported. For example, a trip by a mother and child traveling together from home to the grocery store would constitute two person trips but one vehicle trip.

Total person trips by motorized modes increased 22% between 1990 and the 2000 TBI. The most recent TBI reported 10,836,233 person trips per average weekday, up from 8,860,634 in 1990—an increase of 1,975,599.

Total vehicle trips increased by 20% over the same period. The 2000 total was 7,699,897 vehicle trips per average weekday, up from 6,417,522 in 1990—an increase of 1,282,375.

By contrast, the number of housing units in the seven-county area increased by 14% during the same period, and the population grew by 15%, according to the Census.

Trends in Daily Person Trips and Vehicle Trips



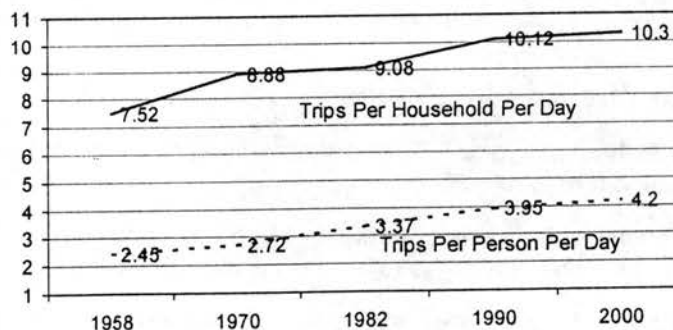
Both person trips and vehicle trips grew at a slower rate between 1990 and 2000 than they did in the preceding decade. Between the 1982 TBI and 1990, person trips grew more than 2,160,000, a 32% increase. Vehicle trips grew 1,432,522, a 29% increase. They slowed generally because the forces driving the increase during the 1970s and '80s moderated somewhat by 2000. By 2000, the percentage of two-income households, of women in the workforce, of car owners and of licensed drivers reached very high levels with less potential for growth.

The number of trips per person and per household continues to increase.

With the number of trips growing faster than either housing units or the population, trip rates (trips per person and per household) continued to grow.

The 2000 TBI reported a household person trip rate of 10.3 per day, up from 10.12 in 1990. The person trip rate is 4.2 per day, up from 3.9 in 1990.

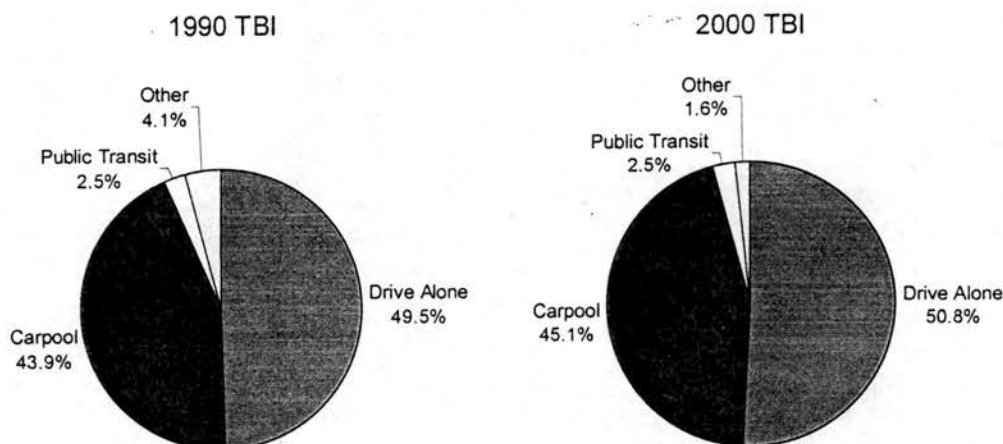
Trends in Twin Cities Daily Trip Rates



Transit maintains its share of trips.

For all trips taken in the region for all purposes, transit use grew from 225,128 transit trips in 1990 to 266,662 in 2000, maintaining a mode share of 2.5%. The number of daily drive-alone trips by residents of the region rose by 1,123,400 between 1990 and 2000, an increase of more than 25%. The increase boosted the drive-alone share of motorized trips slightly from 49.5% in 1990 to 50.8% in 2000.

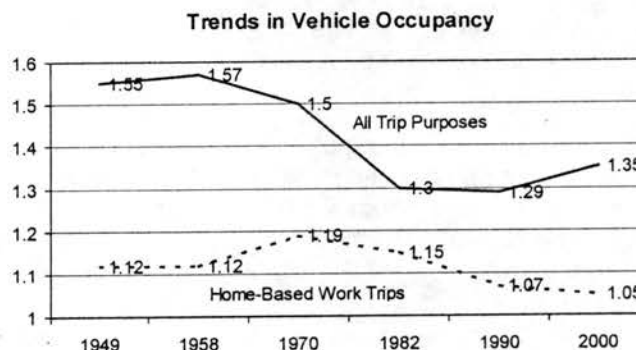
Person trips in car pools rose by 1,001,400 during the decade, an increase of over 25%. Person trips in car pools increased their share of total trips from 43.9% in 1990 to 45.1% in 2000. Person trips using other modes (school buses, motorcycles, taxi and other) decreased from 4.1% of all trips in 1990 to 1.6% in 2000.



Average vehicle occupancy continues to decline for work trips.

The average number of occupants in cars for work trips—when highway congestion is greatest—continues its historic decline. In 1990, it was an average of 1.07 persons per vehicle; in 2000, it was 1.05.

The average vehicle occupancy for all trips rose from 1.29 in 1990 to 1.35 in 2000. This reverses a trend to lower vehicle occupancies that has been observed since the 1950s.

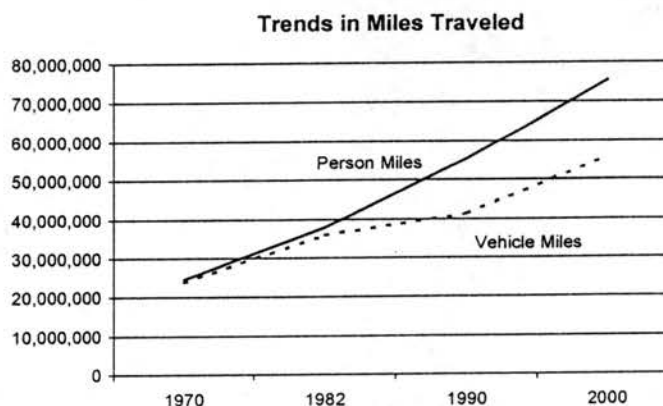


Person miles and vehicle miles traveled continue to grow

A *person mile* is one mile traveled by one person. A *vehicle mile* is one mile traveled by a vehicle, regardless of how many people are transported.

Person miles grew more than 36% between 1990 and 2000, from an average of 55.4 million per weekday to 75.4 million. Vehicle miles traveled grew just under 35%, from an average of 41.5 million to 55.9 million per weekday.

Both grew faster than the number of trips, indicating that trip length is increasing. As mentioned earlier, person trips grew 22% and vehicle trips grew 20% over the same time period.

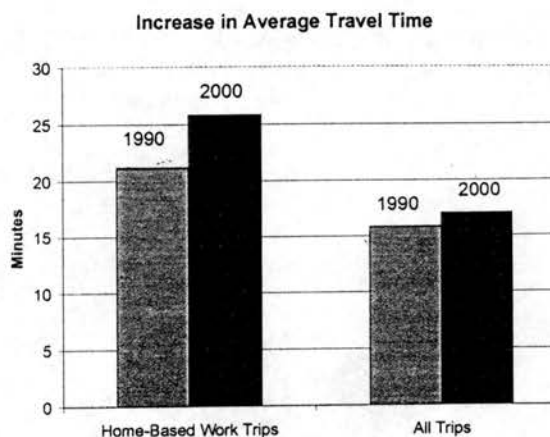


Travel time continues to increase.

Travel time for the home-based work trip and for all trip purposes continues to increase.

The TBI found that the commute trip lengthened from an average of 21 minutes in 1990 to an average of 24 minutes in 2000. The Census also reported an increase in commuting travel time during the same period, from 20.8 minutes in 1990 to 23 minutes in 2000.

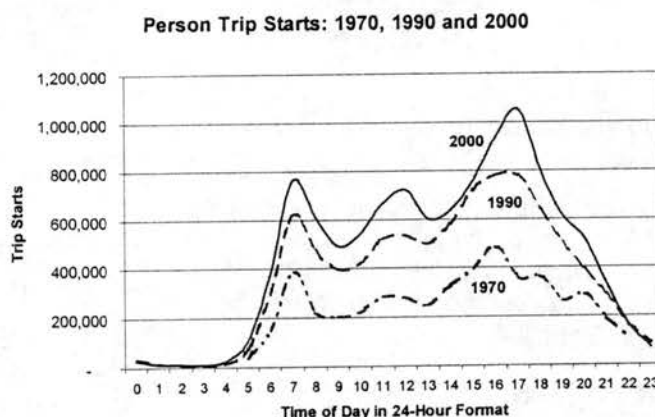
The average duration of all trips increased from 15.8 minutes in 1990 to just over 17 minutes in 2000.



Morning and afternoon peak travel periods are broadening and becoming more intense.

Both the morning and afternoon peak periods are becoming longer in duration and entail more trips than in 1990. Both the AM and PM peak periods are each an hour longer in duration and peak later than in 1990.

Midday travel is becoming more pronounced. The number of trips starting during the noon hour exceeds those starting during the 1990 morning peak hour.



Further Information

Additional information will be provided in reports to be released in the summer and fall of 2003. Questions concerning the 2000 Travel Behavior Inventory should be directed to Mark Filipi at 651-602-1725.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Longhenny
Authorized Signature

10/28/03
Date

Board Action Requested

Discussion of Burlington Northern right of way
from Beam Avenue to Buerkle Circle

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

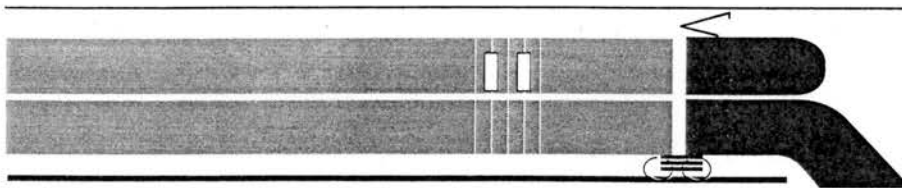
Documentation certified complete for:

November 4, 2003

Board Date

Kristine A. Longhenny
Signature

October 28, 2003
Date



Ramsey County Regional Railroad Authority

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

MEMORANDUM

To: Ramsey County Regional Railroad Authority Commissioners
David Twa, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Possible Burlington Northern Santa Fe Abandonment

Date: October 30, 2003

Introduction—New Right of Way Discussion

There is the possibility that Burlington Northern Santa Fe (BNSF) will abandon right of way extending north from Beam Avenue in Maplewood to Buerkle Circle in White Bear Lake, about a one-mile section (see attached map). The following information provides background information regarding this area and an update on several related issues.

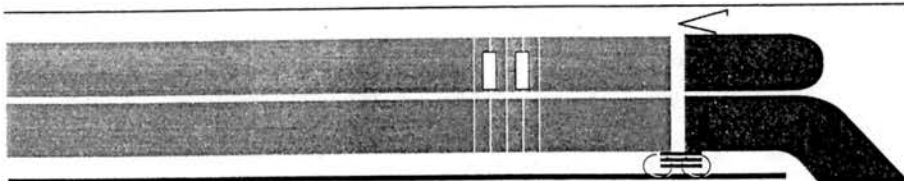
Previously Purchased Right of Way

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 and recreational trail use. RCRRA 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. The Bruce Vento Trail has since been constructed in this right of way.

Previously Negotiated Right of Way Not Purchased

In 1995, the RCRRA directed staff to negotiate with Burlington Northern Santa Fe (BNSF) to acquire the rail section from Beam Avenue to the north County line. Both the BNSF and the RCRRA had appraisals performed. The BNSF appraisal was done in 1996 and showed from the Beam Avenue section to the M&D Junction (2.74 miles) an appraised value of just over \$3 million. The RCRRA appraisal was done in 1997 and showed for the same section a value of just under \$1 million.

Although BNSF had issued a notice of abandonment for this rail section, Xcel Energy objected to the abandonment as they wanted to preserve the rail line route to transport transformers from their substation located between Beam Avenue and I-694. BNSF withdrew its abandonment notice and entered into an operating agreement with Minnesota Commercial Railway Company.



Ramsey County Regional Railroad Authority

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Ramsey County Regional Railroad Authority Interests

The RCRRA has interest in acquiring the potentially abandoned rail right of way for future transit use. Several plans identify this route as a possible future transit route (busway, light rail transit, or commuter rail), and several plans also recommend acquisition of the corridor by the RCRRA.

Ramsey County Parks and Recreation Interests

The Minnesota Legislature appropriated \$400,000 to extend the Bruce Vento Regional Trail north of Beam Avenue, its current termination. It is in the interests of Parks and Recreation for this rail right of way to be abandoned so they can extend this trail. Parks and Recreation has been negotiating with BSNF for an easement for the trail, but could not reach agreement to terms. Though the \$400,000 grant had a deadline of December 31, 2003, that deadline has been extended by 18 months. The right of way in this area is at least 100 feet wide, which is enough width to accommodate both future transit (commuter rail, light rail transit, or busway) and trail.

Ramsey County Public Works and City of Maplewood Interests

Ramsey County Public Works and the City of Maplewood have an interest in the abandonment of this rail line as it relates to the extension and realignment of County Road D—see attached map for the proposed realigned route of County Road D, which is just south of the current County Road D location in the area of the BSNF rail line. Currently, County Road D, south of I-694 and north of Beam Avenue, terminates just east of this rail line. This area, including Highway 61 and White Bear Avenue, is a heavily congested area. Major development is being added to the County Road D/Highway 61 area, and the City began pursuing this roadway project as a means to alleviate congestion in this area. The City and the County Public Works have partnered for this roadway project. The City will fund most of and construct the project, which may become a county road (only portions of County Road D are a county road now). The City hopes to be completed with the roadway construction by November 2004.

To successfully extend and realign this roadway in a cost effective manner, the City has proposed a route which crosses the BNSF rail line at grade or several feet below grade south of the current County Road D. This proposal means that any future transit project, regardless of mode, would require the construction of a new bridge to cross the realigned County Road D. The City realized the advantages for the abandonment of the rail line, and began pursuing options for the transportation of Xcel Energy's transformer.

Status of Abandonment

Maplewood has lead efforts for the execution of a joint powers agreement with the area communities, Ramsey County, and the Minnesota Department of Transportation for an acceptable roadway route for the transformer to reach the Xcel substation. When this JPA has been executed by all parties (potentially in the next month or two), the City will enter into an agreement with Xcel that will link Xcel to the JPA. The City will be contacting BNSF for further discussions regarding the roadway project and possible abandonment.

Steps to Acquire Abandoned Right of Way

If BNSF does abandon the rail right of way and RCRRA is interested in its purchase, next steps include for RCRRA and BNSF to conduct appraisals of right of way and to negotiate price and term of purchase. The 1996 appraisal conducted by RCRRA cost

\$6,000. In addition to the cost of the appraisal, other costs to factor are staff time (RCRRA staff and attorney staff) in negotiations and future right of way management costs such as survey, clean up and maintenance of right of way, and other miscellaneous items.

Funding to Acquire Right of Way

When BNSF filed notice to abandon the rail line, the RCRRA set aside funds to purchase the corridor (in the 1996 budget). Greg Mack has indicated Ramsey County has secured trail grants in the amount of \$350,000 available to assist with the purchase of railroad right of way north of Beam Avenue. As both the RCRRA and the BNSF appraisals are six and seven years old, both agencies would likely want to update their appraisals before negotiations as to price would begin.

Minnesota Court of Appeals Decision Regarding Railroad Right of Way

Attached is a memo from David MacMillan, Ramsey County Attorney's Office, regarding the Minnesota Court of Appeals decision in a railroad right of way case. In this case, several property owners contended that when portions of their land was transferred to the railroad, the transfer of land was to be terminated if the railway was removed. BNSF had abandoned such rail line and sold to the Minnesota Department of Natural Resources for part of the Paul Bunyan State Trail. The Minnesota Court of Appeals agreed with the property owners.

Applying the findings of this court case to the RCRRA's right of way may not be applicable since the RCRRA has acquired railroad right of way for the preservation of future rail use. As a result of this court case, it is recommended that thorough title examination be conducted when purchasing abandoned railroad rights of way. This will, however, add more time and expense to the acquisition process.

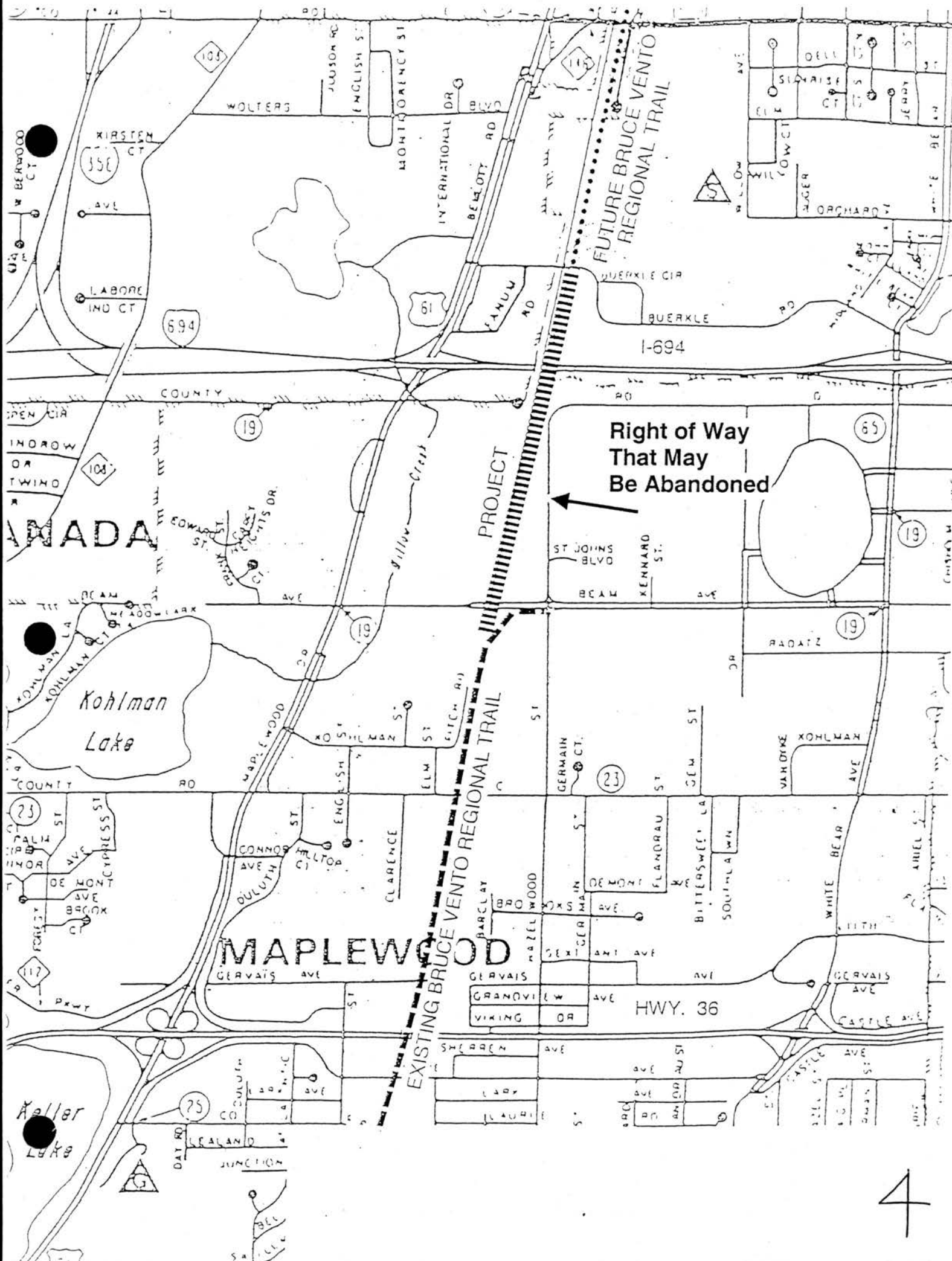
Conclusions

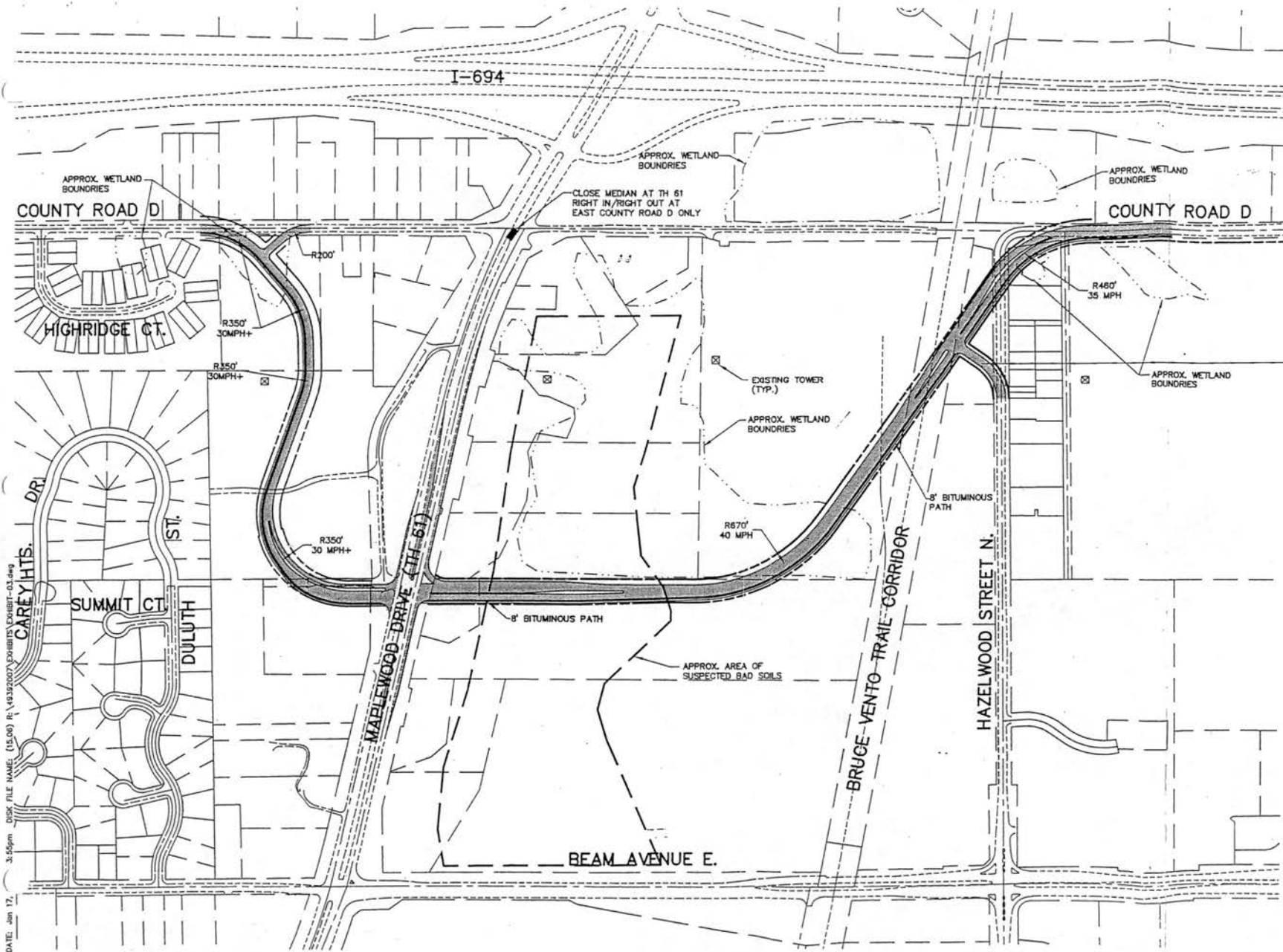
The preservation of railroad rights of way for the future is a benefit to the public. The abandonment and acquisition of this particular rail line is mentioned in several RCRRA plans. The Metropolitan Council *Transportation Policy Plan* identifies this route as a future busway. Past practices of the RCRRA provides for the joint use of trail and transit on RCRRA right of way where space allows. While grade separation at the realigned County Road D crossing is essential for future transit operations, Maplewood staff has indicated a willingness to work with RCRRA on this issue.

Issues for RCRRA to Provide Direction to Staff

- Should acquisition negotiations be reinitiated with BNSF at this time?
- Should discussions be held with Maplewood regarding who will fund the grade separation when transit is implemented in the right of way?

Attachments





LOT DATE: Jan 17, 3:55pm DSK FILE NAME: (15.00) R:\4332007\CONCRETE\SUBMIT-03.dwg

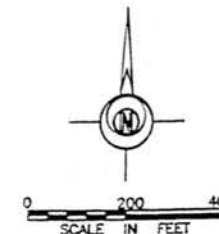
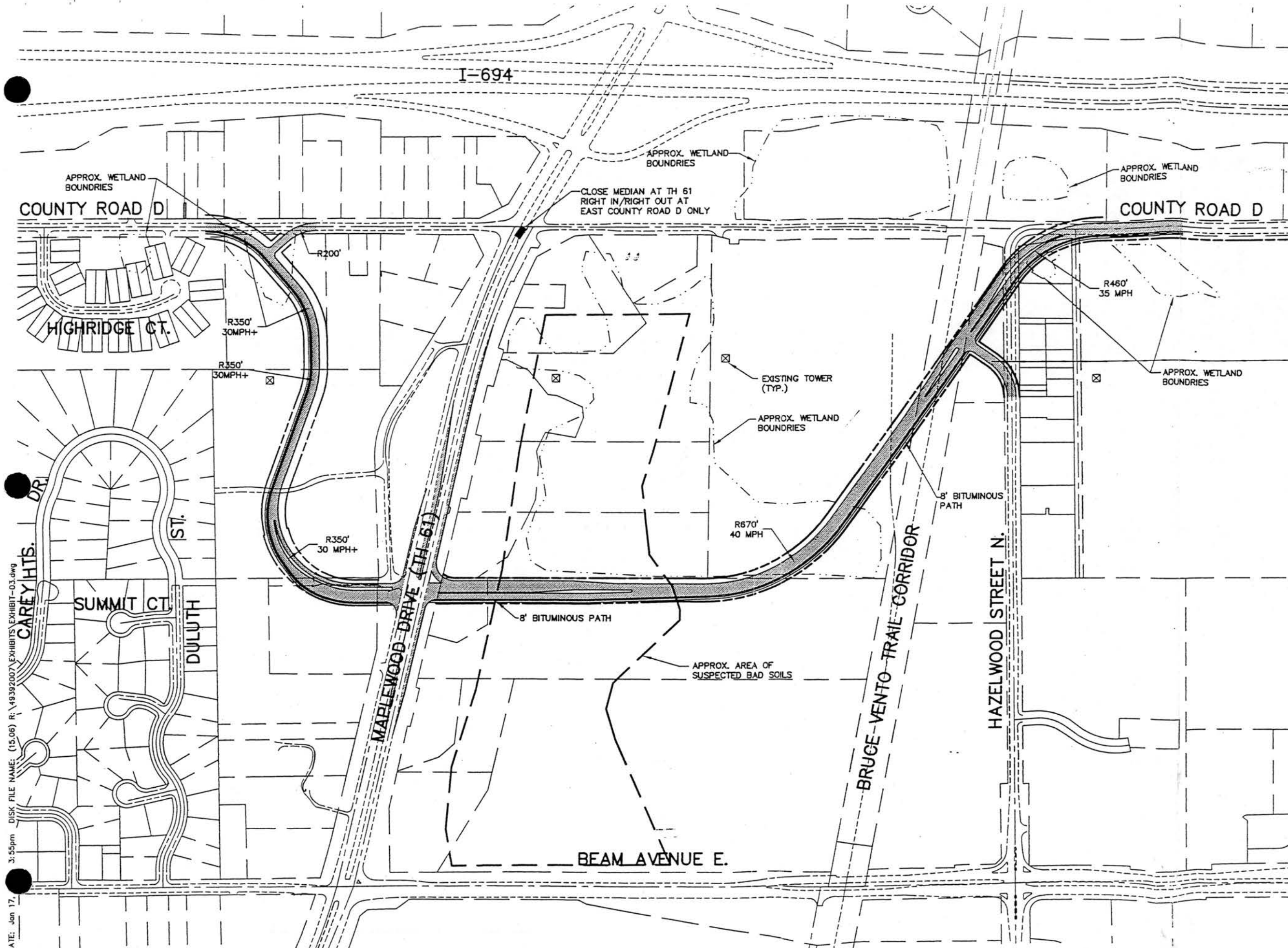
City of Maplewood
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
1616 East County Road D
Maplewood, Minnesota 55127
(612) 776-4600 ext. 2400 (fax) 776-4600

URS

COUNTY ROAD D
REALIGNMENT
ENVIRONMENTAL
ASSESSMENT
WORKSHEET
SITE PLAN
FIGURE 3

5

PLOT DATE: Jan 17, 3:55pm DISK FILE NAME: (15.06) R:\49392007\EXHIBITS\EXHIBIT-03.dwg



City of Maplewood
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
1620 East County Road D
Maplewood, Minnesota 55129
(612) 778-4888 FAX (612) 778-4888

URS

Project Engineer
Maplewood, MN
1/17/07

COUNTY ROAD D
REALIGNMENT
ENVIRONMENTAL
ASSESSMENT
WORKSHEET
SITE PLAN
FIGURE 3

5

OFFICE OF THE RAMSEY COUNTY ATTORNEY

Susan Gaertner, County Attorney

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

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

Civil Division



MEMORANDUM

TO: Ramsey County Regional Railroad Authority
660 RCGC-WEST

FROM: David F. MacMillan
Assistant County Attorney
(651) 266-3121

DATE: October 28, 2003

RE: COURT OF APPEALS DECISION – RAILROAD RIGHT-OF-WAY
STATE DNR –vs- HESS

INTRODUCTION

In July 2003, the Minnesota Court of Appeals issued an opinion in the Hess case which held that in certain circumstances when a railroad company abandons rail service on a right-of-way, the title to the abandoned right-of-way automatically reverts to the owners of the underlying fee title to the land and the railroad loses all of its property interest so that it has no title or interest which it can sell or convey to third parties. This memorandum will discuss the implications of this case on past and future acquisitions of abandoned railroad right-of-way by the RCRRA.

ANALYSIS

A. FACTS IN THE HESS CASE

In the Hess case, the BNSF railroad's predecessor in title acquired a strip of land in Cass and Hubbard counties in 1898. The deed to the railroad from the property owners stated that the property owners

... hereby grant, bargain, sell, and convey unto the [railroad], its successors and assign, a strip belt or piece of land ...

Provided this conveyance shall continue in force so long as the said strips of land shall be used for right-of-way and for railway purposes; but to cease and terminate if the railway is removed from the said strips.

In 1985, the BNSF railroad, which had acquired the right-of-way, received permission to abandon the line from the Interstate Commerce Commission, and, in 1986, the BNSF removed its tracks from the right-of-way.

In 1991, the Minnesota DNR acquired the right-of-way from the BNSF for approximately \$1.5 million and since that date has maintained the right-of-way as part of the Paul Bunyan State Trail.

The Hess' and other plaintiffs in this case acquired their interests in the property by chain of title extending back to the persons who has transferred the right-of-way to the railroad in 1898. In 1998, and forward, the various plaintiffs began to block off and obstruct the portions of the trail which they claimed they owned because the 1898 deeds provided that when the railroad was abandoned, the railroads' rights in the property terminated.

The Court of Appeals agreed with the private landowners and held that the railroads' interest in the property ended when it abandoned the rail service and removed the tracks. As a result, the railroad had nothing to sell to the DNR in 1991.

B. ANALYSIS AND IMPLICATIONS

The Court of Appeals addressed two issues in its decision. First, the type of property interest acquired by the railroad in 1898, and second, whether the railroad's actions constituted abandonment as defined in the deed of acquisition.

1. Property Interest Acquired by Railroad

In the usual case in a real estate transaction, the seller conveys all of its rights in the property to the buyer, and the buyer is free to use the property for any purpose and sell or transfer it to someone else without the original seller having claim to the property.

There are times, however, when the seller wishes to convey property only for a specific purpose to prevent a buyer from using it for a different purpose or selling it to someone else for a different purpose. The seller accomplishes this by either granting only an easement for a specific purpose, or by granting what is called a conditional fee, of which there are two types: one, in which if the property ceases to be used for the conditional purpose, it automatically reverts to the seller, and the other, where the seller must bring an action in court to enforce its reversionary rights.

In all these cases, whether the seller intended to convey an easement or one of the two conditional fee titles depends on the intent of the parties as expressed in the language of the deed of conveyance. Unfortunately, in many deeds, particularly older deeds, poor or confusing draftsmanship of the language of conveyance leaves the intent of the parties difficult, at best, to determine, and it is the court which finally decides.

In the Hess case, the state DNR argued that the above quoted language in the 1898 deed conveyed the conditional fee which requires the owner to bring an action to reassert its title to the property. The significance of such a determination (that this is one of those conditional fees) is that under Minnesota law, such conditions lapse after 30 years, under certain conditions. Thus, in this case, it would have been arguable that the condition requiring exclusive rail use lapsed in 1928, and the railroad was free to use the property for any purpose.

The court, however, in Hess, determined that the original language created an easement only, which was subject to abandonment and, once abandoned, the railroad lost all its rights. The court relied on the language of the deed and on a number of Minnesota cases which have held that, generally, a deed of property to a railroad only grants easement and not a fee title. As a result, the state did not prevail in its argument that the Hess claim was defeated because they had not pursued their action in a timely fashion.

2. Abandonment

The state also argued that even if only an easement had been granted to the railroad, the DNR's use of the property for a public recreational trail was consistent with the language of the easement and that use for a trail was a public transportation purpose and therefore an allowed use of the easement under the original deed to the railroad. The state relied on a 1983 Minnesota Supreme Court case, State by Washington Wildlife Preservation, Inc. v. State. In Washington Wildlife, the Supreme Court held that an abandoned railroad right-of-way in Washington County which had been converted to trail use was still a public transportation use, and therefore an allowed use of the property granted to the railroads. This case has been relied on by many jurisdictions, including the state, Hennepin County RRA, and other regional railroad authorities, when acquiring abandoned rights-of-way.

The Court of Appeals in Hess rejected this argument on the grounds that the language of the deeds in Hess was significantly more restrictive than the language in the Washington Wildlife Preservation deeds, and held that when the railroad received ICC approval to abandon the line and removed the rails it abandoned the easement and therefore the property reverted to the fee owners. The court of appeals relied heavily on the explicit language of the Hess deeds to distinguish the Washington Wildlife case.

3. Implications for RCRRA

The property acquired by the RCRRA from the BNSF in 1992 was acquired by the BNSF over a number of years and consists of nearly 400 parcels of land. Some of the parcels were acquired by deed; some by condemnation; and, for some, the BNSF wasn't certain how it acquired the property. Moreover, the BNSF, like many railroads, kept extremely poor records of its acquisition.

Acquisition documents for a number of the parcels were reviewed, however. The language of the documents was not consistent and, in many cases, the intent of the parties is hard to discern and probably would require a court interpretation. It is possible that an adjacent landowner could initiate litigation to have the issue decided.

It is, however, important to bear in mind that the RCRRA acquired the property to preserve it for future rail use. Unlike the DNR's acquisition for trail purposes, the RCRRA's acquisition was for rail purposes and strongly supports a conclusion that whatever the language of the railroad's acquisition documents, there has not been an abandonment of the rail purpose use of the property, as of yet.

It is also arguable that the interim uses of the property for trail and Phalen Boulevard do not constitute abandonment. In all of our documents granting these interim uses, we have been careful to include language which affirms that the corridor is to be preserved for potential rail development, and that the other uses are subordinate to that purpose. An interim use of the property is not an abandonment of an intended rail use under these circumstances.

A more troubling situation would arise if the RCRRA were to take a formal action abandoning the use of the property for rail purposes; such an action depending on the language of the deeds of conveyance, might be construed by a court as permitting the adjacent property owners or other claimants to obtain title to the property without compensating the RCRRA.

As to future acquisitions, with the holding in Hess undermining the holding in Washington Wildlife, it will be necessary to conduct a more thorough title examination. Because in an urban setting, there are many more parcels of land per mile of right-of-way, title research will become more time consuming, expensive, and less certain than at present. Since, however, the RCRRA can only acquire the property for rail purposes, it is strongly arguable that the acquisition by the RCRRA is a continuation of railroad purposes and, therefore, does not trigger any of the reversionary interests noted above.

Memo to Ramsey County Regional Railroad Authority
Page -5-
October 28, 2003

Re: State DNR -vs- Hess
Court of Appeals Decision

SUMMARY

The Hess decision is an important and troubling analysis of railroad right-of-way property interests. Whether or not a particular parcel of property is affected by this ruling depends in large part on the specific language of the deed or other document by which a railroad acquired title to the property. A parcel by parcel analysis would be required.

With respect to future acquisitions, more intensive title work will be required and, hence, more costly.

The attorney general's office has advised us that they have petitioned the Supreme Court for review of the Hess decision, and the Supreme Court has granted their petition and will review the Court of Appeals decision.

At present, therefore, the RCRRA should await the final resolution by the Supreme Court.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

October 28, 2003

Date

Board Action Requested

Ratify final payment and release of retainage in the amount of \$10,956.46 to Himle Horner, Inc. for Central Corridor Public Education Study work.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Accounts Payable forms and final payment
 3. Himle Horner, Inc. Invoice No. 0903 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 4, 2003

Board Date

Kristine A. Longhenny
Signature

October 28, 2003
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

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

WHEREAS, Himle Horner has satisfactorily completed the contract work identified in the referenced agreements; and

WHEREAS, The balance of retainage kept by RCRRA is \$10,956.46 and Himle Horner, Inc. is requesting release of retainage in the amount of \$10,956.46; Now Therefore Be It

RESOLVED, That final payment to Himle Horner, Inc. in the amount of \$10,956.46 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 E. Ortega, Chair

By: _____
Jim McDonough, Secretary

1



Business Unit: RRA
Voucher ID: 00002416

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 10/23/2003
Run Time 11:36:42 AM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

Invoice Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
10/23/2003	0903	22.Oct.2003	0000122598	HIMLE HORNER INCORPORATED	ONL	LONGHEKR P		23.Oct.2003	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$10,956.46	\$0.00	8500 NORMANDALE LAKE BOULEVARD	SUITE 720		MINNEAPOLIS	MN	55437		
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000510	\$0.00								

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
	Consulting services-Bal of PO	\$10,956.46		\$10,956.46		Y	Y	Y	N	RRA	0000000262	SC

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
	421501	12501	150180	00000			2000	G205002			\$10,956.46			N

Account Name: Consulting Services

Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. 0903, dated 10/22/03
inage due - final payment

her Comments

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

Authorization

K. Hefner

Date

10/24/03

N

Ramsey County Purchase Order

CHANGE ORDER - REPRINT

Regional Rail Authority

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

Vendor: 0000122598
HIMLE HORNER INCORPORATED
8500 NORMANDALE LAKE BOULEVARD
SUITE 720
MINNEAPOLIS MN 55437
United States

Purchase Order	Date	Revision	Page
RRA - 0000000262	01/24/2003	1-03/18/2003	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:	99999999999999	Quantity	UOM	PO Price	Extended Amt	Due Date
Line-Schd	Item	Description						
1 - 1		Consulting services-Bal of PO	47	1.00	EA	47,602.51	47,602.51	01/24/2003
Schedule Total							47,602.51	

Mfg ID

Item Total 47,602.51

Total PO Amount 47,602.51

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

HIMLE HORNER INCORPORATED

Suite 720

8500 Normandale Lake Blvd.

Minneapolis, MN. 55437

Telephone (952) 831-3200 Fax (952) 831-5116

USE AS
ORIGINALREVISED INVOICE 0903

October 22, 2003

amsey County Regional Railroad Authority
 Ms. Kathy DeSpiegelaere
 50 Court House
 5 West Kellogg Boulevard
 St. Paul, MN 55102

Previous Balance:

Retainer Due

10,956.46

\$10,956.46

Payments Received:

Outstanding Balance:

Retainer Due

10,956.46

10,956.46

TOTAL CURRENT CHARGES:

0.00**BALANCE DUE**\$10,956.46

THANK YOU!!

Current:	Past Due:	Retainer			
	31 Days	61 Days	91 Days	121 Days	10,956.46
\$0.00					

TERMS: strictly net 30 days from invoice date on all items. Interest of 18% (1 1/2% per month) will be charged on all accounts not paid in full within 30 days of the invoice date.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Himle Horner, Inc. Contract History
March 28, 2000 through September 30, 2003

Payment Number	Invoice Number	Invoice Amount	Adjustment	Revised Amount	Less Retainage	Net Payment	Remaining Amount	Payment Date	Check Number
BY2000 12501 150180 00000 421501 G205002 - Total Contract Amount							250,000.00		
1	400	5,856.10	0.00	5,856.10	(292.80)	5,563.30	244,436.70	6/23/2000	210406
2	500	8,664.95	0.00	8,664.95	(433.25)	8,231.70	236,205.00	6/30/2000	212802
3	600	9,942.95	0.00	9,942.95	(497.15)	9,445.80	226,759.20	8/18/2000	232646
4	700	21,929.68	0.00	21,929.68	(1,096.48)	20,833.20	205,926.00	9/20/2000	243951
5	800	13,850.52	0.00	13,850.52	(692.53)	13,157.99	192,768.01	10/6/2000	250797
6	900	22,776.15	0.00	22,776.15	(1,138.81)	21,637.34	171,130.67	10/27/2000	259900
7	1000	34,521.93	0.00	34,521.93	(1,726.10)	32,795.83	138,334.84	12/15/2000	278946
8	1100	18,835.76	0.00	18,835.76	(941.79)	17,893.97	120,440.87	1/5/2001	286030
9	1200	7,206.01	0.00	7,206.01	(360.30)	6,845.71	113,595.16	1/5/2001	286030
10	101	6,328.56	0.00	6,328.56	(316.43)	6,012.13	107,583.03	2/9/2001	301544
11	201	2,816.67	0.00	2,816.67	(140.83)	2,675.84	104,907.19	2/28/2001	308149
12	301	2,956.10	0.00	2,956.10	(147.80)	2,808.30	102,098.89	3/28/2001	320080
13	401	2,109.35	0.00	2,109.35	(105.47)	2,003.88	100,095.01	5/2/2001	333650
14	501	2,256.02	0.00	2,256.02	(112.80)	2,143.22	97,951.79	6/8/2001	348315
15	601	4,417.22	0.00	4,417.22	(220.86)	4,196.36	93,755.43	6/29/2001	357259
16	701	2,887.23	0.00	2,887.23	(144.36)	2,742.87	91,012.56	8/1/2001	370655
17	801	3,593.10	0.00	3,593.10	(179.65)	3,413.45	87,599.11	9/21/2001	390111
18	901	5,610.62	0.00	5,610.62	(280.53)	5,330.09	82,269.02	10/10/2001	398224
19	1101	2,428.11	0.00	2,428.11	(121.41)	2,306.70	79,962.32	10/31/2001	407330
20	1001	3,245.38	0.00	3,245.38	(162.27)	3,083.11	76,879.21	2/4/2002	444616
21	1201	1,574.21	0.00	1,574.21	(78.71)	1,495.50	75,383.71	2/4/2002	444616
22	102	2,237.25	0.00	2,237.25	(111.86)	2,125.39	73,258.32	3/20/2002	461276
23	302	3,529.61	0.00	3,529.61	(176.48)	3,353.13	69,905.19	4/23/2002	481826
24	202	4,001.46	0.00	4,001.46	(200.07)	3,801.39	66,103.80	5/2/2002	484674
25	402	1,021.50	0.00	1,021.50	(51.07)	970.43	65,133.37	6/3/2002	499587
26	502	8,836.42	0.00	8,836.42	(441.82)	8,394.60	56,738.77	6/10/2002	499587
27	602	6,150.61	0.00	6,150.61	(307.53)	5,843.08	50,895.69	7/31/2002	515508

28	702	2,604.74	0.00	2,604.74	30.24)	2,474.50	48,421.19	8/13/2002	52
29	802	330.00	0.00	330.00	(16.50)	313.50	48,107.69	9/23/2002	536072
30	902	0.00	0.00	0.00	0.00	0.00	48,107.69		
31	1002	524.00	0.00	524.00	(26.20)	497.80	47,609.89	12/4/2002	565028
32	1102	7.77	0.00	7.77	(0.39)	7.38	47,602.51	12/19/2002	577202
33	1202	1305.29	0.00	1305.29	(65.26)	1,240.03	46,362.48	2/20/2003	596238
34	103	2892.32	0.00	2892.32	(144.62)	2,747.70	43,614.78	3/14/2003	605950
35	203	430.12	0.00	430.12	(21.51)	408.61	43,206.17	3/20/2003	608404
36	303	765.00	0.00	765.00	(38.25)	726.75	42,479.42		
37	403	0.00	0.00	0.00	0.00	0.00	42,479.42		
38	503	0.00	0.00	0.00	0.00	0.00	42,479.42		
39	603	0.00	0.00	0.00	0.00	0.00	42,479.42		
40	703	686.54	0.00	686.54	(34.33)	652.21	41,827.21		
Totals		219,129.25	0.00	219,129.25	(10,956.46)	208,172.79			

3

Run Time 09:13:2

Budget BP	Fund	Department								Project/Grant	Program		
2000	12501 Ramsey Co Regional Rail Auth	150180 RCRRA-Proj/Grant								G205002 RRA MNDOT Central Corr Tran	00000 All Programs		
Account	Requisition/PO/Voucher	Ln	Sc	Act	Ds	Line		Hdr			Amount	Pre-Encumbrance	Encumbrance
Type	BU	ID	##	##	Type	##	Stat	Date	Stat	Vendor ID/Name			
421501	PO	RRA	0000000262	1	1	DST	1	O/V	24-JAN-2003	D	0000122598 Himle Horner Incorporated	47,602.51 CR	
	Vchr	RRA	00002074	1			1	/V	04-FEB-2003	P	Invoice ID: 1202	1,240.03 DB	
	Vchr	RRA	00002113	1			1	/V	24-FEB-2003	P	Invoice ID: 0103	2,747.70 DB	
	Vchr	RRA	00002131	1			1	/V	13-MAR-2003	P	Invoice ID: 0203	408.61 DB	
	Vchr	RRA	00002169	1			1	/V	08-APR-2003	P	Invoice ID: 0303	726.75 DB	
	Vchr	RRA	00002323	1			1	/V	11-AUG-2003	P	Invoice ID: 0703	652.21 DB	
	Vchr	RRA	00002415	1			1	/V	23-OCT-2003	U	Invoice ID: 0903	10,956.46 DB	30,870.75
421501	PO	RRA	0000000265	1	1	DST	1	O/V	24-JAN-2003	D	0000002207 Brw Inc	30,000.00 CR	
Total Account: 421501 Consulting Services												0.00	60,870.75
421511	PO	RRA	0000000214	1	1	DST	1	O/V	29-AUG-2002	D	0000002054 Metropolitan Council	180,000.00 CR	
	Vchr	RRA	00001871	1			1	/V	12-SEP-2002	P	Invoice ID: NCV-1705/NCV1713	93,575.72 DB	
	Vchr	RRA	00001893	1			1	/V	01-OCT-2002	P	Invoice ID: NCV-1773	8,891.25 DB	
	Vchr	RRA	00001948	1			1	/V	04-NOV-2002	P	Invoice ID: NCV-1829	9,687.48 DB	
	Vchr	RRA	00002009	1			1	/V	24-DEC-2002	P	Invoice ID: NCV-1890	11,744.40 DB	
	Vchr	RRA	00002018	1			1	/V	06-JAN-2003	P	Invoice ID: NCV-1943	8,095.02 DB	
	Vchr	RRA	00002091	1			1	/V	10-FEB-2003	P	Invoice ID: NCV-1993	7,696.89 DB	
	Vchr	RRA	00002126	1			1	/V	06-MAR-2003	P	Invoice ID: NCV-2053	8,360.42 DB	
	Vchr	RRA	00002179	1			1	/V	22-APR-2003	P	Invoice ID: NCV-2148	12,143.88 DB	19,804.94
Total Account: 421511 Co Project Management Srvs												0.00	19,804.94
Total Program: 00000 All Programs												0.00	80,675.69
Total Project/Grant: G205002 RRA MNDOT Central Corr Tran St												0.00	80,675.69
Total Department: 150180 RCRRA-Proj/Grant												0.00	80,675.69
Total Fund: 12501 Ramsey Co Regional Rail Auth												0.00	80,675.69

End of Report

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

10/28/03
Date

Board Action Requested

Ratify Partial Payment No. 13 in the amount of \$235,584.25 to Metropolitan Council for Riverview Corridor transit improvements of bus shelters, lighting and benches for the period ending September 30, 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 \$235,584.25 for the period ending September 30, 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. 13
3. Metropolitan Council Invoice No. NCV-2458 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

November 4, 2003

Board Date

Kristine A. Longhurry
Signature

October 28, 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 September 30, 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-2458, Partial Payment No. 13 in the amount of \$235,584.25, attachments thereto, provide the correct documentation of payments due Metropolitan Council through September 30, 2003; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$235,584.25 for services rendered through September 30, 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 E. Ortega, Chair

By: _____
Jim McDonough, Secretary



Business Unit: RRA
Voucher ID: 00002395

VOUCHER Purchase Order Voucher

Page No. 1
Run Date Oct. 2003
Run Time 10:56:04 AM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

Invoice Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
Oct. 2003	NCV-2458	30.Sep.2003	0000023268	METRO TRANSIT	ONL	LONGHEKR P		09.Oct.2003	U	Due Now

Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
\$235,584.25	\$0.00	560 6TH AVE N			MPLS	MN	55411

Bill of	Group ID	Sales Tax	Pckp Ord Nbr
RE	000504	\$0.00	

Voucher Line Information

#	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
	Professional Serv-Bal of PO 15	\$235,584.25		\$235,584.25		Y	Y	Y	N	RRA	0000000266	SC

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			\$235,584.25			N

Account Name: Other Governmental Units Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. NCV-2458, dated 9/30/03
review Corridor Transit Facility Improvements for September, 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

Klauspiegelaere

Date

10/13/03

N

Regional Rail Authority

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: 99999999999999		Quantity	UOM	PO Price	Extended Amt	Due Date
Line-Schd	Item	Description						
1 - 1		Professional Serv-Bal of PO	1.00	EA	1,627,197.78		1,627,197.78	01/24/2003
		156				Schedule Total	1,627,197.78	

Mfg ID

Item Total	<u>1,627,197.78</u>
------------	---------------------

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-2458
 Invoice Date: 09/30/2003
 Customer Number: RAMREG
 Payment Terms: Due 30 dys
 Due Date: 10/30/2003

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

AMOUNT DUE: \$ 235,584.25

\$ _____
 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	235,584.25	235,584.25
			RIVERVIEW CORRIDOR TRANSIT FACILITY IMPROVEMENTS				
			Contract #99-024 Project #63955				
			September, 2003				
			Reimbursement due to Metro Transit for costs of transit improvements per attached detail				
			Contact Steve Honigman with questions 612-349-7733				

SUBTOTAL: 235,584.25

TOTAL AMOUNT DUE : \$ 235,584.25

10/2/03
10/4/03
Wan Ber
msd

AP Detail by Project ,Fund .Date

Journal	Acctg Date	Fund	Acct	Org	Program	Sub-Cls	Project/ Grant	Monetary Amount	Voucher	Group	Name	Vendor
AP00033054	2003-09-19	816	63302	43410	099	CP07	63955	56,035.00	00932731	MA3660	DEW CONSTRUCTION INC	0000044478
			63302 Total					56,035.00	10			
AP00032904	2003-09-08	816	63310	43410	099	CP06	63955	88,459.25	00928479	MA3627	RAM ELECTRIC INC	0000044478
			63310 Total					88,459.25				
AP00033054	2003-09-19	816	63302	43410	099	CP07	63955	91,090.00	00932732	MA3660	DEW CONSTRUCTION INC	0000045224
			63302 Total					91,090.00	10			
Grand Total								235,584.25				

Handwritten signature and date 7/14/03

Handwritten mark resembling a stylized '5' or 'J'



Metro Transit

Internal Memorandum

DATE: October 6, 2003
TO: Files
FROM: Laurence R. Schumi
SUBJECT: Project 63955 Riverview Corridor Bus Stop
Summary of Invoice Items, Invoice NCV-2458 dated 9/30/2003
Items related to Sub-Project CP06 CP24, 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. A new sub-project, CP24, has been assigned to expenses that will be associated with the northeast extension of the Riverview Corridor

SUMMARY

See next page

cc: Current Invoice

6

Project 63955 Sub-Project CP06 & CP24 Expense Notes

AP	DATE	FUND	ACCT	ORG	PROG	AMT	VOUCHER	GRP	VEND	REMARKS
00032904	9/8/03	816	63310	43410	099	88,459.25	00928479	MA3627	44478	Progress payment for construction work by Ram Electric.

	Key To Significant Entries:	
Account Number	63310	Construction (Shelters, primarily)
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	See AP Detail	See AP Detail
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).



Metro Transit

Internal Memorandum

DATE: October 2, 2003

TO: Files

FROM: Evan O. Steiner *EOS*

SUBJECT: Project #63955 Riverview Corridor Bus Station. Summary of Invoice NCV-2458 dated 9/30/03. Items relating to Sub-Project CP07, MN Life Bus Station.

Summary of Invoice

DEW Corp. Pay Request #4	\$56,035.00
DEW Corp. Pay Request #5	<u>\$91,090.00</u>
Total	\$147,125.00

Update of Construction

Construction remains on schedule with Dew Corp. completing 80% of the granite installation, the installation of the structural steel, and 40% of the electrical work. Carpentry will be complete as of October 3rd. Roof scheduled for installation starting October 6th. Substantial completion by October 28th and full and final completion on October 31st.

A service of the Metropolitan Council

METROPOLITAN COUNCIL/METRO TRANSIT
PAYMENT REQUEST NO. 5 FOR CONSTRUCTION WORK/SERVICES

☐ Rail Mode ☒ Bus Mode

NAME OF FIRM: Ram Electric Inc.
 ADDRESS: 9625 36 Ave North
Plymouth MN 55441

DATE: 7-31-03
 PERIOD FROM: 7-1-03 TO: 7-31-03
 CONTRACT #: 02P097 PRCJ#63955
 PROJECT NAME: Riverview Corridor Bus
Shelters

CONTRACT SUMMARY:

ORIGINAL CONTRACT AMOUNT \$ 321,550.00
 CHANGE ORDERS APPROVED TO DATE (CO#1 through): \$ 0
 REVISED CONTRACT AMOUNT \$ 321,550.00

AMOUNT OF PAYMENT:

TOTAL EARNED TO DATE \$ 235,417.00
 AMOUNT RETAINED (%) \$ 11,770.85
 LESS AMOUNT PAID OR BILLED PREVIOUSLY \$ 135,186.90
 AMOUNT DUE THIS PAYMENT \$ 88,459.25

Retainage Escrow Account:

Previous Transfer to Escrow \$
 This Payment Transfer to Escrow \$
 Total to Escrow \$

75173
RECEIVED
SEP 08 2003

METRO TRANSIT
 ACCOUNTS PAYABLE

CERTIFICATION BY CONTRACTOR

I hereby certify that the above services have been performed and that this claim is just and correct and no part of it has been paid.

By [Signature] 7-31-03
 Contractor's/Consultant's Date
 Authorized Representative
☐ Check here if this is a final pay claim request.

COUNCIL/METRO TRANSIT'S CERTIFICATION

I hereby certify that I have prepared or examined this claim for work performed during the period for which this payment claim has been made and that the Contractor is entitled to payment of the claim under the terms of the contract.

[Signature] 8-20-03
 Council's Authorized Representative Date
[Signature] 8-28-03
 AGM - Rail/Bus Operations Date

ACCOUNTS PAYABLE VOUCHER

ACCOUNT CHART FIELD							BLANKET PO
Account	Fund	Org	Prog	Subclass	BY	Project	RELEASE PO
63310	816	43410	099	CPO6		63955	PROJECT/FUND CODE APPROVAL: <u>[Signature]</u> <u>9/8/03</u>

PAYMENT INFORMATION

AP GROUP VOUCHER DATE CHECK #

PROJECT FUNDING INFORMATION

FEDERAL FUNDING: GRANT NUMBER MN-				LOCAL FUNDING:	
ECHO DRAW	FED %	ECHO #	AMOUNT	SOURCE	AMOUNT
<u>SEP 5 2003</u> <u>SLH</u>		<u>N/A</u>			

METRO TRANSIT
 ACCOUNTS PAYABLE

AP copy

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Helgeson
Authorized Signature

10/28/03
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:

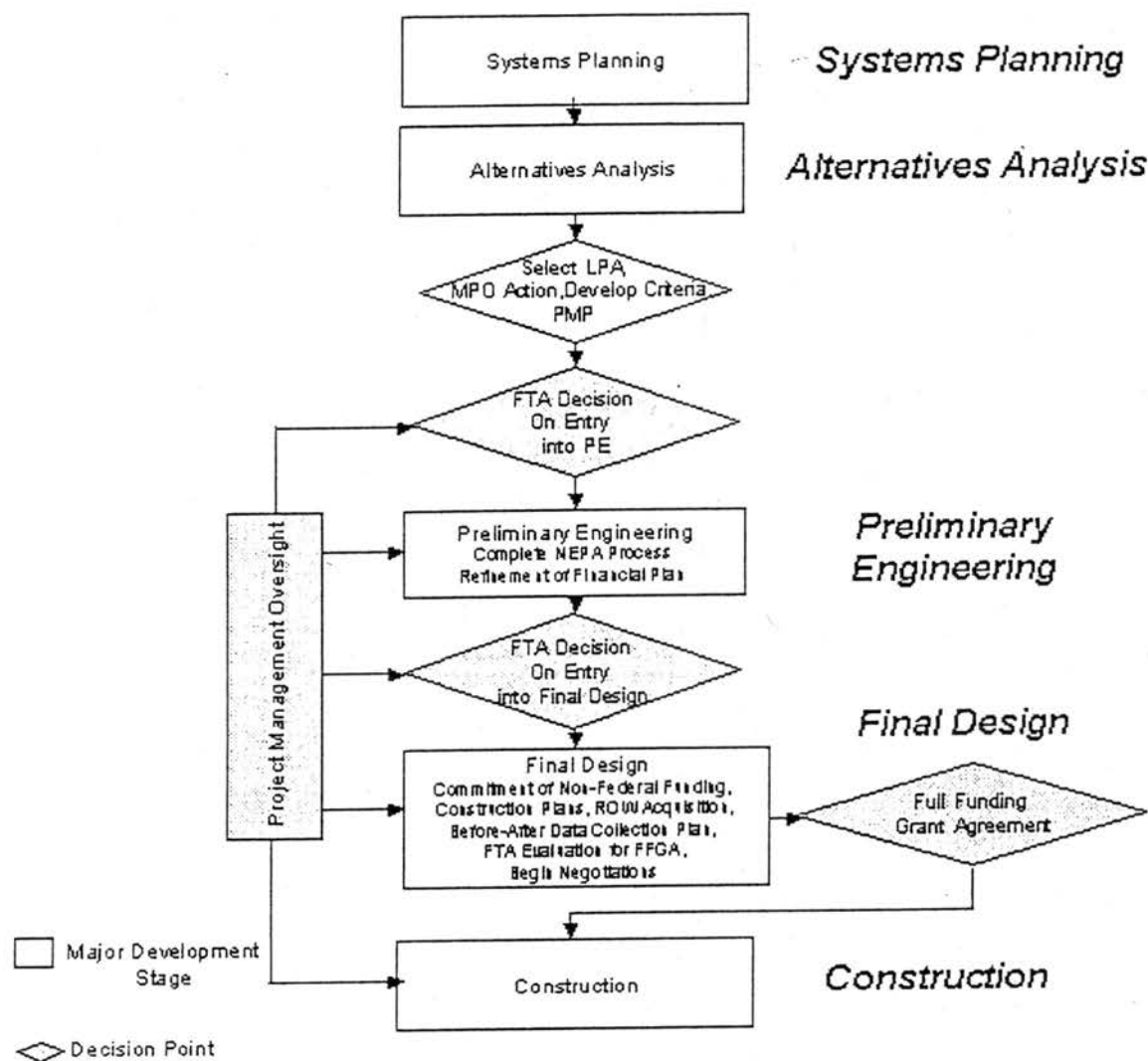
November 4, 2003

Board Date

Kristine A. Longheneey
Signature

October 28, 2003
Date

TEA-21 New Starts Planning and Project Development Process



Central Corridor Update November 4, 2003

The Central Corridor is currently at the project development stage depicted in the top diamond of the attached FTA flow chart. Components involved are shown in the following table. Changes since the last report are shown in **BOLD**.

Submit Draft AA/DEIS to FTA	Complete
Phase I Cultural Resources Report	Draft received; 30 day SHPO review complete.
AA/DEIS submitted to FTA with Revisions	Fall
FTA Approval of AA/DEIS for Hearings	Fall
AA/DEIS Released to Public	
Develop Project Management Plan	Draft Complete
Conduct Additional Design and Community Outreach Work	RFP's Issued. Recommendations to RCRRA on August 26, 2003. Contracts and grant agreements in negotiation. Federal grant approval announced September 19. Metropolitan Council approved funding pass-through on October 22.
Conduct Phase II Cultural Resources Work	RFP Issued. Proposals for Phase II Cultural Resources work received. Committee has evaluated proposals. Recommendation being prepared for RCRRA
Public Hearings Held by Coordinating Committee	
Select Locally Preferred Alternative	
Submit New Starts Criteria to FTA	Met Council

Findings from the 2000 Travel Behavior Inventory

Mark Filipi, Metropolitan Council

651-602-1725
mark.filipi@metc.state.mn.us

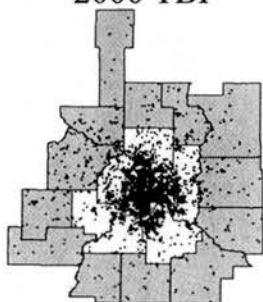
2000 Travel Behavior Inventory

2000 TBI

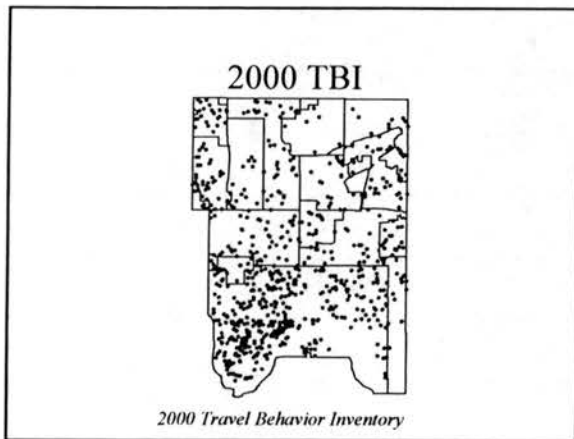
- Home Interview Survey
 - 6,219 households
 - 20 counties (7 Core and 13 Ring)
 - 24-hour travel logs
 - All modes
 - April 2001 – September 2001

2000 Travel Behavior Inventory

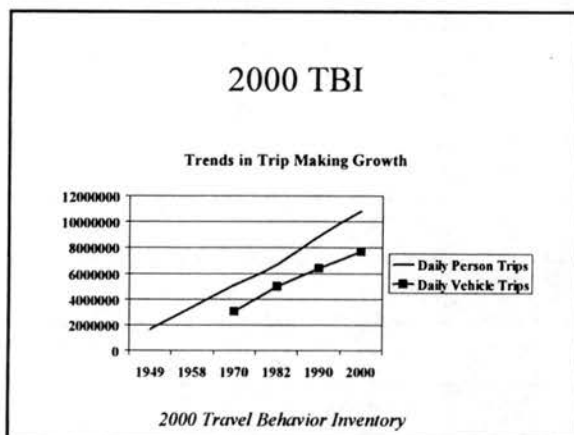
2000 TBI



2000 Travel Behavior Inventory



- ### 2000 TBI
- 7 Core Counties
 - 1,047,495 Households and 2,577,243 Persons
 - 10,836,233 Motorized Person Trips (8,860,635 in 1990)
 - 11,672,434 Person Trips - All Modes
 - 7,699,897 Auto Vehicle Trips (6,417,522 in 1990)
- 2000 Travel Behavior Inventory*

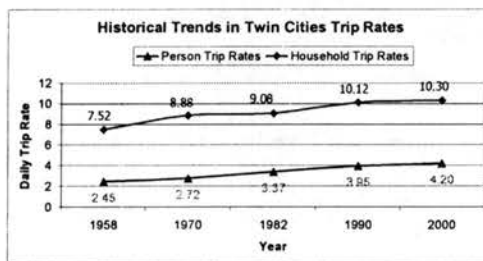


2000 TBI

- Trip rates
- 7 Core Counties
 - 10.3 Trips per Household (11.1 with ped/bike) [10.12 in 1990]
 - 4.2 Trips Per Person (4.5 with ped/bike)[3.95 in 1990]
- Ramsey County
 - 10.4 Trips per Household (11.3 with ped/bike)
 - 4.4 Trips Per Person (4.8 with ped/Bike)

2000 Travel Behavior Inventory

2000 TBI



2000 Travel Behavior Inventory

2000 TBI

- 7 County Metro. Area
 - 1,833,251 Licensed Drivers
 - Average of 1.75 Drivers per Household
 - 1.80 Vehicles per Household (CTPP Weighted Average - 1.74)
- Ramsey County
 - 352,332 Licensed Drivers
 - Average of 1.70 Drivers per Household
 - 1.72 Vehicles per Household

2000 Travel Behavior Inventory

2000 TBI

- 7 County Metro. Area
- Employed Residents - 1,474,702
- Average Hours Worked per Week - 45
- Employed Persons with More than One Job - 7.8%
- Ramsey County
- Employed Residents - 282,032
- Average Hours Worked per Week - 40
- Employed Persons with More than One Job - 8.6%

2000 Travel Behavior Inventory

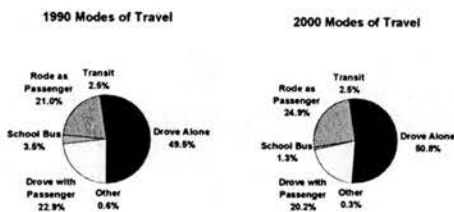
2000 TBI

- Mode
 - Total Core Person Trips in Autos 10,399,458
 - SOV - 5,508,156 (53%) [Also 53% in 1990]
 - Persons in HOVs - 4,891,302 (47%)
 - SOV in Ramsey County - 1,528,011 (55%)
 - Persons in HOVs in Ramsey County - 1,258,026 (45%)
 - Transit Trips 266,662 (2.5% of motorized trips, same as 1990)
 - Transit Trips in Ramsey County 77,595 (2.7%)

2000 Travel Behavior Inventory

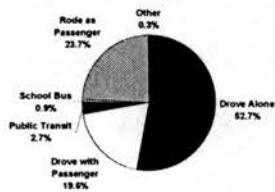
2000 TBI

Core 7 Counties - Motorized Trips



2000 Travel Behavior Inventory

2000 TBI
Core 7 Counties - Motorized Trips
Ramsey County Mode Shares



2000 Travel Behavior Inventory

2000 TBI

- Total Transit Trips - 266,661 (77,595 in Ramsey County)
- Gender of Riders:
– 41% Male/ 59% Female (40/60 in Ramsey County)
- Average Age of Riders 41.5 (43 in Ramsey County)
- Average HH Income of Riders: \$45,000 (\$40,150 in Ramsey County)

2000 Travel Behavior Inventory

2000 TBI

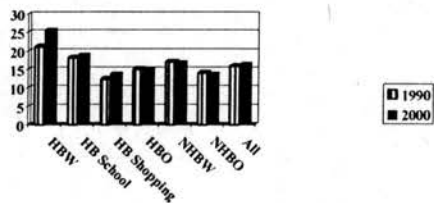
Core 7 Counties
1990 and 2000 Vehicle Trips in Motion



2000 Travel Behavior Inventory

2000 TBI

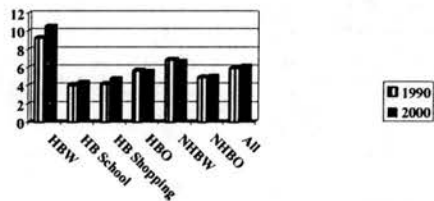
7 County Change in Motorized Travel Time



2000 Travel Behavior Inventory

2000 TBI

Change in Motorized Travel Distance



2000 Travel Behavior Inventory

2000 TBI

- Miles Traveled
 - Person Miles (Motorized) 75,412,024
(55,350,635 in 1990)
 - Vehicle Miles 55,942,797 (41,464,339 in 1990)
- VHT
 - Person Hours (Motorized) 3,064,675
(2,635,057 in 1990)
 - Vehicle Hours 2,179,869 (1,824,022 in 1990)

2000 Travel Behavior Inventory

2000 TBI

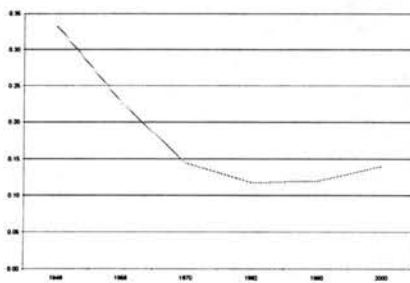
Total Daily Arrivals in Both Central Business Districts

	1949	1958	1970	1990	2000
Total Person Trips	313,192	312,112	269,868	267,200	359,850
Auto Driver Trips	132,922	161,469	138,804	164,200	220,250
Transit Trips	123,030	80,703	45,340	66,650	87,800

2000 Travel Behavior Inventory

2000 TBI

Average Daily CBD Arrivals by Regional Resident



2000 Travel Behavior Inventory

2000 TBI

Origins of Work Trips to St. Paul CBD



2000 Travel Behavior Inventory

2000 TBI

St Paul Central Business District Average Daily Weekday Arrivals

	1958	1970	1990	2000	Minneapolis in 2000
Work	49,098	50,020	45,900	55,500	112,500
Shop	23,945	10,218	7,200	10,600	5,500
All Other Purposes	50,916	43,773	52,100	84,600	121,500
Total	123,959	104,011	105,200	150,700	239,500

2000 Travel Behavior Inventory

2000 TBI

Central Corridor Travel Patterns

	MPLS CBD	U of MN	Corridor	St. Paul CBD	Total
MPLS CBD	NA	7,994	31,618	883	40,495
U of MN	7,350	NA	22,440	0	29,790
Corridor	29,968	21,794	NA	27,410	79,172
St. Paul CBD	1,461	0	28,834	NA	30,295
Total	38,780	29,788	82,892	28,293	179,753

2000 Travel Behavior Inventory

2000 TBI

Rush Line Corridor Travel Patterns

- Rush Line Corridor Within 7 Counties
 - To St. Paul CBD - 1,316 travelers
 - From St. Paul CBD - 1,109 travelers

2000 Travel Behavior Inventory

2000 TBI

- Upcoming Publications

- Home Interview Data and Methodology Report
(Released Sept. 12, 2003)
- External Survey Data and Methodology Report
(December)
- TBI Summary Report (Early 2004)

2000 Travel Behavior Inventory
