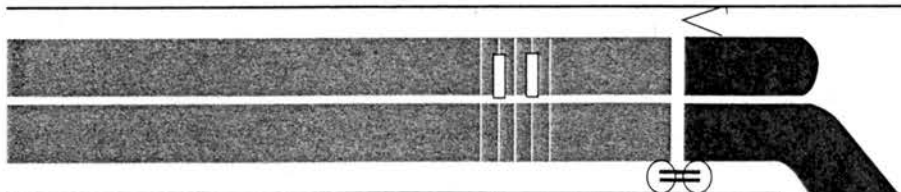




Ramsey County Regional Railroad Authority.
Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.



Ramsey County Regional Railroad Authority

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

AGENDA

Regional Railroad Authority Meeting

May 17, 2005

11:00 a.m.

Third Floor Council Chambers Courthouse

1. * Approve minutes from April 19, 2005 RCRRRA Executive Session and RCRRRA meeting

ADMINISTRATIVE AGENDA

2. * Ratify Partial Payment No. 2 in the amount of \$5,711.88 to Tunheim Partners for communication and community organizing services on the Union Depot project for March 2005
3. * Ratify Partial Payment No. 9 in the amount of \$12,542.45 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for February 19, 2005 to March 18, 2005
4. * Ratify Partial Payments Nos. 14 and 15 in the amount of \$16,085.00 to Goff and Howard Inc. for consulting services on the Central Corridor Phase 2 Transit Study for February and March 2005
5. * Ratify Partial Payment No. 14 in the amount of \$102,929.79 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 Transit Study for January 29, 2005 to February 25, 2005
6. * Ratify Partial Payment No. 3 in the amount of \$9,726.37 to Washington County for consulting services on the Red Rock Alternatives Analysis/Scoping Study for December 2004 through January 2005
7. * Ratify Partial Payment No. 1 in the amount of \$6,095.00 and Partial Payment No. 2 in the amount of \$8,442.52 to St. Paul Port Authority for negotiation of property acquisition and negotiation of an easement through the Union Depot through March 2005

POLICY AGENDA

8. Federal Transit Administration cost effectiveness criteria – Dick Wolsfeld presenter
9. * 2006 State Legislative Requests
- * Action is requested

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on April 19, 2005, in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: Kathy DeSpiegelaere, Alicia Vap, David Twa, Steve Morris, Kris Longhenry, William Morin, John Stiles, John Choi, Julie Kleinschmidt

EXECUTIVE SESSION

An Executive Session was convened with the following members present: Bennett, Carter, McDonough, Reinhardt, Rettman and Chair Ortega. Also present were David Twa, County Manager; David MacMillan, Assistant County Attorney; Julie Kleinschmidt, Director, Budgeting and Accounting; Kathy DeSpiegelaere, Director, Ramsey County Regional Railroad Authority; Jolly Mangine, Director, Ramsey County Property Management; Bill Morin, St. Paul Port Authority; Marlen Johnson, Budgeting and Accounting Office; Alicia Vap, Ramsey County Regional Railroad Authority and Kris Longhenry, Ramsey County Regional Railroad Authority.

RE: To consider or develop offers for the purchase of real property in downtown St. Paul lying southerly of Kellogg Boulevard and easterly of the main United States Post Office, currently used as surface parking for motor vehicles

The Executive Session was called to order at 1:40 p.m. to discuss the above-mentioned matter.

The Executive Session was adjourned at 2:05 p.m.

Chair Ortega called the RCRRA meeting to order at 2:10 pm.

ADMINISTRATIVE AGENDA

1. Approve minutes from April 5, 2005 RCRRA meeting

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt, to approve the minutes from the April 5, 2005 RCRRA meeting.

Roll call vote was taken:

Ayes - 7, Nays - 0
Motion accepted.

2. Ratify Partial Payment No. 1 in the amount of \$3,042.38 to Tunheim Partners for communication and community organizing services on the Union Depot project for February 2005

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt, to ratify Partial Payment No. 1 in the amount of \$3,042.38 to Tunheim Partners for communication and community organizing services on the Union Depot project for February 2005.

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 services of Tunheim Partners for communications and community organizing services on the Union Depot project; and

WHEREAS, Tunheim Partners has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 2005; 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, Tunheim Partners Invoice No. 03010, Partial Payment No. 1 in the amount of \$3,042.38 attachments thereto, provide the correct documentation of payments due Tunheim Partners through February 2005; Now, Therefore Be It

RESOLVED, Payment to Tunheim Partners in the amount of \$3,042.38 for services rendered through February 2005 is hereby ratified.

3. Ratify Partial Payment No. 8 in the amount of \$17,912.02 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for January and February 2005

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt, to ratify Partial Payment No. 8 in the amount of \$17,912.02 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for January and February 2005.

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 Metropolitan Council for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Metropolitan Council has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February, 2005; 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-3666 and Invoice No. NCV-3672, Partial Payment No. 8, in the amount of \$17,912.02 attachments thereto, provide the correct documentation of payments due Metropolitan Council through February 2005; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$17,912.02 for services rendered through February 2005, is hereby ratified.

4. Ratify Final Payment, Partial Payment No. 24 in the amount of \$31,543.74 to Metropolitan Council for Riverview Corridor Transit Facility improvements of bus shelters, lighting and benches for the period ending February 2005

A motion was made by Commissioner Bennett, seconded by Commission Reinhardt, to ratify Final Payment, Partial Payment No. 24 in the amount of \$31,543.74 to Metropolitan Council for Riverview Corridor Transit Facility improvements of bus shelters, lighting and benches for the period ending February 2005.

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 the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 2005; 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-33560, Final Payment, Partial Payment No. 24 in the amount of \$31,543.74, attachments thereto, provide the correct documentation of payments due Metropolitan Council through February 2005; Now, Therefore Be It

RESOLVED, Final payment to Metropolitan Council in the amount of \$31,543.74 for services rendered through February 2005 is hereby ratified.

POLICY AGENDA

5. Authorize the Chair of the RCRRA to sign and transmit letter to Metropolitan Council concerning proposed bus service reductions and fare increases

A motion was made by Commissioner McDonough, seconded by Commissioner Reinhardt, to authorize the Chair of the RCRRA to sign and transmit letter to Metropolitan Council concerning proposed bus service reductions and fare increases.

Roll call vote was taken:

Ayes - 7; Nays - 0
Motion Accepted

WHEREAS, The Ramsey County Regional Railroad Authority supports transit service in the Twin Cities metropolitan area, including Metro Transit service; and

WHEREAS, The Metropolitan Council has proposed to make extensive cuts in service and routes to Metro Transit's bus service and to increase fares by 25 cents; and

WHEREAS, The Ramsey County Regional Railroad Authority urges the State to consider a more stable source of funding for transit; Now, Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair to sign and transmit a letter outlining these concerns to the Metropolitan Council regarding the proposed bus service cuts and fare increase.

6. Authorize the Chair of the RCRRA to sign and transmit letter to the State Review Board regarding the National Register Nomination of RCRRA right of way

A motion was made by Commissioner Reinhardt, seconded by Commissioner Wiessner, to authorize the Chair of the RCRRA to sign and transmit letter to the State Review Board regarding the National Register Nomination of RCRRA right of way.

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; and

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

WHEREAS, A small portion of the Northeast Corridor is being considered for nomination to the National Register of Historic Places as part of the Theodore Hamm Brewing Company District; and

WHEREAS, At their May 24, 2005, meeting, The Minnesota Historical Society's State Review Board will consider the Theodore Hamm Brewing Company District's nomination to forward to the National Register; and

WHEREAS, Ramsey County Regional Railroad Authority is concerned that the inclusion of part of the Northeast Corridor onto the National Register as part of the Theodore Hamm Brewing Company District will be a barrier to implementing transit in the corridor in the future; Now, Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair to sign and transmit a letter outlining these concerns to the State Review Board regarding the National Register Nomination of Ramsey County Regional Railroad Authority right of way.

7. Metro Transitways Development Board update

Commissioner McDonough updated RCRRA on the Metro Transitways Development Board (MTDB) recent meetings. There was recently a Legislative meeting and a full board meeting. There is much excitement as the bonding bill has included funding for all of the corridors. There are concerns about funding proposals. MTDB sent a letter to the Governor, Peter Bell of Metropolitan Council and Legislators regarding the proposed transit cuts.

Commissioner McDonough commented that he told MTDB about the RCRRA resolution in response to Senator Kelly's proposal regarding a sales tax for other counties and the wording of the proposal for Metro counties. The sales tax for other counties was on a county-by-county basis but in the metro the word "must" was inserted

in the proposal and would have to be done as a region. The MTDB maintains that the word "must" should be removed from the proposal to allow for flexibility; the concerns as a Board centered on how the money would be governed and allocated.

Commissioner McDonough noted that Dakota County received a wheelage tax letter support from the MTDB. He stated that Hennepin County also gave a presentation on the proposed multi-modal transit hub in Minneapolis. He added that under the present plans, the Hennepin County multi-modal station will not be large enough to accommodate all of the different transportation modes.

8. Corridor updates (Red Rock, Rush Line)

Alicia Vap presented updates on the Red Rock and Rush Line corridors. She began the presentation with an overview of Rush Line corridor project, including the task force membership and its inception date, details of the corridor, and staffing. Ms Vap told RCRRA of the Right of Ways along the corridor and their ownership and noted that along much of the corridor there are pedestrian trails.

Ms. Vap reviewed the results of the 2001 transit study that was performed for Rush Line. She also discussed the current Rush Line projects, including the purchase of two vanpool vans to be used in the corridor, the Forest Lake Transit Center, the Lent Township Park and Pool Lot, and the Rock Creek Park and Pool Lot. She ended the Rush Line presentation with the future challenges of the corridor.

Ms. Vap next presented the Red Rock corridor update. She gave an overview of the corridor commission membership, reviewed the results of the Commuter Rail Feasibility study, and discussed the currently undertaken Alternatives Analysis study. There was discussion about the possibility of extending the Red Rock Corridor south to Red Wing.

Chair Ortega commented on the importance of getting the public informed early in the project. Commissioner Carter agreed with Chair Ortega and added that it is important for the public to get the whole picture of the proposed transit projects, and that she would like to see more community meetings.

Commissioner Bennett questioned what would happen on the Canadian Pacific (CP) Line if the Ford Plant changes its usage. Ms Vap commented that there is a representative from CP on the Technical Committee and she will follow up with him for an answer.

Ms. Vap also talked about the High Speed Rail (HSR) from Chicago to St. Paul, which shares track with the Red Rock Corridor. Commissioner McDonough asked who was responsible for identifying the routes on the HSR. Ms. Vap responded that Midwest Regional Rail Initiative (MWRRI) will be looking at this, but she did not have more information and will follow up.

There was discussion concerning MWRRI meetings and if RCRRA was receiving agendas and minutes. Chair Ortega requested that RCRRA receive agendas and minutes.

9. Central Corridor update

This item was not addressed.

10. Legislative Update

John Choi, of Kennedy and Graven, presented an update of legislative activity. He commented that the bonding bill funded the MTDB corridor requests. He also noted that the legislative session is set to end on May 23, 2005. Mr. Choi also talked about the \$60 million shortfall in the Metropolitan Council budget and its impact on transit issues. He talked about a proposed amendment that will be coming out of the House, written by Rep. Earl Hart of Edina, that will provide dedicated financing for transit.

He also commented that there will be a bonding bill again next year and recommended that RCRRA think about priorities for 2006.

11. Approve acquisition of property per resolution of the Executive Session

Commissioner Rettman commented that the parcels the county is proposing to buy are some of the most productive in terms of taxes, and that there were other sites in downtown St. Paul that could have been used for a rail depot or transit hub. Commissioner Rettman also noted that moving the Post Office from downtown exacerbates the issues of high vacancy rates in downtown St. Paul.

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt, to approve the acquisition of property per the resolution of the Executive Session.

Roll call vote was taken; Commissioner Rettman voted no:

Ayes - 6; Nays - 1
Motion accepted

WHEREAS, Ramsey County Regional Railroad Authority has adopted a vision for Union Depot that reestablishes the former track level located between Kellogg Boulevard and Warner Road as the location for passenger railroad tracks and platforms, and adding to them tracks for Central Corridor light rail transit, and platforms and access for Metro Transit buses and intercity buses; and

WHEREAS, two properties in the area needed to implement the full vision for Union Depot have been the subject of negotiations by the St. Paul Port Authority on behalf of Ramsey County Regional Railroad Authority; Now Therefore, Be It

RESOLVED, That

- (1) The Ramsey County Regional Railroad Authority hereby determines that it is in the public interest and is necessary for purposes of proceeding with the proposed project that it acquire through negotiation with the property owners or by eminent domain the real property described in the proposed purchase agreements; and
- (2) The purchase agreements between Ramsey County Regional Railroad Authority and PAK Investment Holdings are approved; and
- (3) The purchase of real property pursuant to purchase agreements between Ramsey County Regional Railroad Authority and PAK Investment Holdings is approved; and
- (4) The Chair of the Ramsey County Regional Railroad Authority is authorized to execute the purchase agreements and any other documents necessary to complete the transactions; and
- (5) The Rail Authority authorizes up to \$50,000 in survey costs, closing costs, title insurance and taxes for the purchase of the properties; and
- (6) The Rail Authority authorizes \$10,000 in earnest money to PAK for the purchase of the properties; and
- (7) The Rail Authority authorizes \$5,280,000 in purchase price to be paid to PAK; and the Rail Authority authorizes its director to make the appropriate budget adjustments for these purchases.

The meeting adjourned at 3:20 pm.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

5/9/05
Date

Board Action Requested

Ratify Partial Payment No. 2 in the amount of \$5,711.88 to Tunheim Partners for communication and community organizing services on the Union Depot project for March 2005.

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution ratifying payment
 - 2) Accounts Payable form and Partial Payment No. 2
 - 3) Tunheim Partners Invoice No. 03070 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 17, 2005

Board Date

Kristine A. Longhenry
Signature

May 9, 2005

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 Tunheim Partners for communications and community organizing services on the Union Depot project; and

WHEREAS, Tunheim Partners has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 2005; 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, Tunheim Partners Invoice No. 03070, Partial Payment No. 2 in the amount of \$5,711.88 attachments thereto, provide the correct documentation of payments due Tunheim Partners through March 2005; Now, Therefore Be It

RESOLVED, Payment to Tunheim Partners in the amount of \$5,711.88 for services rendered through March 2005 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003144

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 11.Apr.2006
Run Time: 2:50:02 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
08.Apr.2005	03070	08.Apr.2005	0000161169	TUNHEIM PARTNERS	ONL	LONGHEKR P		11.Apr.2005	U	Due Now
Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip			
\$5,711.88	\$0.00	1100 RIVERVIEW TOWER	8009 - 34TH AVENUE SOUTH		MINNEAPOLIS	MN	55425			
Group ID	Sales Tax	Pckp Ord# Nbr								
000713	\$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 Service	\$5,711.88	918070001	\$5,711.88		Y	Y	Y	N	RRA	0000000439	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
	421522	12501	150112	00000				2004			\$5,711.88			N
Account Name: Other Professional Services						Department Name: Union Depot Study								

ent Comments-Check Stub

ice No. 03070, dated 3/31/06
ices for March 2006 on the Union Depot project

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

Kilspregelare

Date

4/11/05

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: 0000161169
TUNHEIM PARTNERS
1100 RIVERVIEW TOWER
8009 - 34TH AVENUE SOUTH
MINNEAPOLIS MN 55425
United States

Purchase Order	Date	Revision	Page
RRA - 0000000439	03/01/2005		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?	N	Tax Exempt ID:						
Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date	
1 - 1		Professional Service	1.00	EA	90,000.00	90,000.00	03/01/2005	
Schedule Total						90,000.00		
Item Total 918070001						90,000.00		

Union Depot communication and community organizing services

Total PO Amount 90,000.00

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

Unauthorized

3

Tunheim Partners - Union Depot Project

Period of service	Invoice #1 February-05	Invoice #2 March-05
LABOR	\$3,202.50	\$6,012.50
DIRECT COSTS	\$0.00	\$0.00
ADJUSTMENTS	\$0.00	\$0.00
TOTAL INVOICE	\$3,202.50	\$6,012.50
RETAINAGE (5%)	\$160.13	\$300.63
NET PAY INVOICE	\$3,042.38	\$5,711.88
Direct Costs:	\$0.00	\$0.00
Amount spent on contract	\$3,042.38	\$8,754.25
Balance of contract	\$86,957.63	\$81,245.75

7

April 8, 2005

Kathy DeSpiegelaere
Ramsey County Regional Railroad Authority
Suite 665 RCGC-West
50 West Kellogg Boulevard
St. Paul, Minnesota 55102

Dear Kathy,

Enclosed please find the March invoice for Tunheim Partners services performed on behalf of Ramsey County Regional Railroad Authority's Union Depot project. Staff service fees for March totaled \$6,012.50. Below is a general breakdown of the services provided.

MARCH ACTIVITY

Research Meetings/Outreach

- Calls, letters and/or meetings with key city, county and federal elected officials and entities coordinated by Mark Andrew, Leslie Kupchella and Duane Benson.

LOCATE Board meeting powerpoint presentation prep/writing/editing

- Work by Mark Andrew and Leslie Kupchella

Internal strategy meetings with team members

- Duane Benson, Mark Andrew, Leslie Kupchella, Kimberly Johnson, Jeremy Hanson, Molly O'Brien.

Client Meetings

- Mark Andrew and Leslie Kupchella attended LOCATE board meeting on 3/21/05.

Account Management

- Developed billing worksheet and materials.

Please don't hesitate to call if you have any questions about this invoice.

Best regards,


Leslie Kupchella

OK 4/8/05

Tunheim Partners

Public Relations • Corporate Consulting • Public Affairs

1100 Riverview Tower
8009 34th Avenue South
Minneapolis, MN 55425-1661
952.851.1600
952.851.1610 FAX
www.tunheimpartners.com

Invoice

ATTN: Kathryn DeSpiegelaere
Ramsey County Regional Railroad Authority
50 West Kellogg Blvd.
Suite 665
St. Paul, MN 55102

INVOICE NO: 03070

DATE: March 31, 2005

For Services provided March 1 - 31, 2005

JOB RCR1-0100 Strategic Counsel

<u>name</u>	<u>classification</u>	<u>hours</u>	<u>billing rate</u>	<u>amount</u>
Benson, Duane	ACE Panelist	2.00 \$	350.00	\$ 700.00
subtotals		2.00		\$ 700.00

JOB RCR1-0200 Account Management

Andrew, Mark	Senior Vice President	2.75 \$	250.00	\$ 687.50
Bessonov, Snezhana	Administration	0.75	60.00	45.00
subtotals		3.50		\$ 732.50

JOB RCR1-0300 Writing & Editing

Kupchella, Leslie	Account Supervisor	3.00 \$	170.00	\$ 510.00
subtotals		3.00		\$ 510.00

JOB RCR1-0400 Team Meetings

Andrew, Mark	Senior Vice President	2.25 \$	250.00	\$ 562.50
O'Brien, Molly	Vice President	1.00	220.00	220.00
Kupchella, Leslie	Account Supervisor	2.50	170.00	425.00
Hanson, Jeremy	Account Executive	1.00	130.00	130.00
Johnson, Kim	Senior Account Representative	1.00	90.00	90.00
subtotals		7.75		\$ 1,427.50

Tunheim Partners

Public Relations • Corporate Consulting • Public Affairs

Invoice

1100 Riverview Tower
8009 34th Avenue South
Minneapolis, MN 55425-1661
952.851.1600
952.851.1610 FAX
www.tunheimpartners.com

ATTN: Kathryn DeSpiegelaere
Ramsey County Regional Railroad Authority
50 West Kellogg Blvd.
Suite 665
St. Paul, MN 55102

INVOICE NO: 03070

DATE: March 31, 2005

Services provided March 1 - 31, 2005

JOB RCR1-0600

Research

Kupchella, Leslie	Account Supervisor	5.50	\$	170.00	\$	935.00
	subtotals	5.50			\$	935.00

JOB RCR1-0700

Client Meetings

Benson, Duane	ACE Panelist	0.50	\$	350.00	\$	175.00
Andrew, Mark	Senior Vice President	4.25		250.00		1,062.50
Kupchella, Leslie	Account Supervisor	2.50		170.00		425.00
Bessonov, Snezhana	Administration	0.75		60.00		45.00
	subtotals	8.00			\$	1,707.50

TOTAL AMOUNT DUE -- NET 15 DAYS

=====

\$ 6,012.50

=====

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 9, 2005

Date

Board Action Requested

Ratify Partial Payment No. 9 in the amount of \$12,542.45 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for February 19, 2005 to March 18, 2005.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Accounts Payable forms and Partial Payment No. 9
3. Metropolitan Council Invoice No. NCV-3719 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 17, 2005

Board Date

Kristine A. Longhney

Signature

May 9, 2005

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 Metropolitan Council for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Metropolitan Council has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 18, 2005; 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-3719, Partial Payment No. 9, in the amount of \$12,542.45 attachments thereto, provide the correct documentation of payments due Metropolitan Council through March 18, 2005; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$12,542.45 for services rendered through March 18, 2005, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003155

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 18.Apr.2005
Run Time 3:50:15 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
03/2005	NCV-3719	31.Mar.2005	0000002054	METROPOLITAN COUNCIL	ONL	LONGHEKR P		18.Apr.2005	U	Due Now

S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
	\$12,542.45	\$0.00	MEARS PARK CENTRE	230 E FIFTH ST		ST PAUL	MN	55101

Billing	Group ID	Sales Tax	Pckp Ord# Nbr
RE	000719	\$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
	Central Corridor Project Consu	\$12,542.45		\$12,542.45		Y	Y	Y	N	RRA	0000000405	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			2003	G205005			\$12,542.45			N

Account Name: Consulting Services Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. NCV-3719, dated 3/31/05
ices of Morris for 2/19/05-3/18/05

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. Weisprigel

Date

4/19/05

2

Metropolitan Council - Central Corridor Transit Study - Phase 2

	Invoice #1	Invoice #2	Invoice #3	Invoice #4	Invoice #5	Invoice #6	Invoice #7
Period of service	4/4/04-7/31/04	6/3/04-8/20/04	8/21/04-9/17/04	6/1/04-10/29/04	10/3/04-11/26/04	1/24/04-12/24/04	12/25/04-1/21/05
LABOR	\$44,603.27	\$14,912.02	\$11,099.52	\$28,524.28	\$14,412.01	\$15,537.01	\$17,264.42
DIRECT COSTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$44,603.27	\$14,912.02	\$11,099.52	\$28,524.28	\$14,412.01	\$15,537.01	\$17,264.42
RETAINAGE (0%)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NET PAY INVOICE	\$44,603.27	\$14,912.02	\$11,099.52	\$28,524.28	\$14,412.01	\$15,537.01	\$17,264.42
Subsistence	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Non-Local Transport	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Transportation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Vehicle Rental	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Shipping Charges	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Communications	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Printing and Reprod	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Misc Field Supplies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Professional Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Equipment Rental	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Miscellan Supplies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total SRF Direct Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Subcontractors Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Subcontractors:							
DBE's							
Total DBE's							
DBE% Total Contract							
Amount spent on contract	\$44,603.27	\$59,515.29	\$70,614.81	\$99,139.09	\$113,551.10	\$129,088.11	\$146,352.53
Balance of contract	\$150,396.73	\$135,484.71	\$124,385.19	\$95,860.91	\$81,448.90	\$65,911.89	\$48,647.47
80% FTA Share	\$35,682.62	\$47,612.23	\$56,491.85	\$79,311.27	\$90,840.88	\$103,270.49	\$117,082.02

W

Invoice #8 1/1/05-2/28/05	Invoice #9 2/19/05-3/18/05
\$17,912.02	\$12,542.45
\$0.00	\$0.00
\$0.00	\$0.00
\$17,912.02	\$12,542.45
\$0.00	\$0.00
\$17,912.02	\$12,542.45
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$164,264.55	\$176,807.00
\$30,735.45	\$18,193.00
\$131,411.64	\$141,445.60

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000002054
METROPOLITAN COUNCIL
MEARS PARK CENTRE
230 E FIFTH ST
ST PAUL MN 55101
United States

Purchase Order	Date	Revision	Page
RRA - 0000000405	08/17/2004		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		Central Corridor Project Consulting	1.00	EA	195,000.00	195,000.00	08/17/2004		
					Schedule Total	195,000.00			

Mfg ID

Item Total 195,000.00

Total PO Amount 195,000.00

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

Unauthorized

5

INVOICE

Please Remit To:

Metro Transit
Accounts Receivable
560-6th Avenue North
Minneapolis, MN 55411-4398

Page: 1
Invoice No: NCV-3719
Invoice Date: 03/31/2005
Customer Number: RAMREG
Payment Terms: Due 30 dys
Due Date: 04/30/2005

Customer:

RAMSEY CO. REGIONAL RR AUTHORITY
ATTN: KATHRYN DESPIEGELAERE
50 W. Kellogg Blvd. Suite 560
St. Paul, MN 55102

AMOUNT DUE: \$ 12,542.45

\$ _____
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		LOCAL GOV'T A 2/19/05-3/18/05	Fringe Benef	8,361.63	EA	0.50	4,180.82
		MARCH, 2005					
			Reimbursement due to Metro Transit for Stephen L. Morris' salary and fringe				
			benefits per attached detail				
2		LOCAL GOV'T A 2/19/05-3/18/05	Salary Expen	1.00	EA	8,361.63	8,361.63
			SUBTOTAL:				12,542.45
			TOTAL AMOUNT DUE :				\$ 12,542.45

NON-REP 14

COST CENTER NUMBER: 41520

PERIOD 2/19/05 TO 2/4/05

[illegible][illegible]

DEPARTMENT HEAD APPROVAL:

DATE:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 9, 2005

Date

Board Action Requested

Ratify Partial Payments No. 14 in the amount of \$7,668.75 and No. 15 in the amount of \$8,416.25 to Goff and Howard, Inc. for consulting services on the Central Corridor Phase 2 study for the period ending March 31, 2005.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Accounts Payable form and Partial Payments Nos. 14 and 15
3. Goff and Howard, Inc. Invoice No. 9124(14) and Invoice No. 9168(15) and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 17, 2005

Board Date

Kristine A. Longherry
Signature

May 9, 2005
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 Goff and Howard, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Goff and Howard, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 2005; 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, Goff and Howard, Inc. Invoice No. 9124, Partial Payment No. 14 in the amount of \$7,668.75 and Invoice No. 9168, Partial Payment No. 15 in the amount of \$8,416.25 attachments thereto, provide the correct documentation of payments due Goff and Howard, Inc. through March 2005; Now, Therefore Be It

RESOLVED, Payment to Goff and Howard, Inc. in the amount of \$16,085.00 for services rendered through March 2005 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003139

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 06.Apr.2005
Run Time: 10:11:46 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
05.Apr.2005	9124	28.Feb.2005	0000030752	GOFF AND HOWARD INC	ONL	LONGHEKR P		05.Apr.2005	U	Due Now

Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
\$7,668.75	\$0.00	255 E KELLOGG BLVD STE 102			ST PAUL	MN	55101

Billg	Group ID	Sales Tax	Pckp Ord# Nbr
RE	000713	\$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
	Central Corridor Project Desig	\$7,668.75		\$7,668.75		Y Y Y N	RRA	0000000385	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			2003	G205005			\$7,668.75			N

Account Name: Consulting Services Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. 9124 (14), dated 2/28/05
ice for February 2006 on the Central Corridor Phase 2 study

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. Helgeson

Date

4/8/05

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: 0000030752
GOFF AND HOWARD INC
255 E KELLOGG BLVD STE 102
ST PAUL MN 55101
United States

Purchase Order	Date	Revision	Page
RRA - 0000000385	04/06/2004		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		Central Corridor Project Design	1.00	EA	200,000.00	200,000.00	04/06/2004
					Schedule Total	200,000.00	

Mfg ID

Item Total 200,000.00

Total PO Amount 200,000.00

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

Unauthorized

3

Goff and Howard, Inc. - Central Corridor Transit Study - Phase 2

Period of Service	Invoice #1 January-04	Invoice #2 February-04	Invoice #3 March-04	Invoice #4 May-04	Invoice #5 June-04	Invoice #6 July-04	Invoice #7 April-04
LABOR	\$2,242.50	\$3,967.50	\$13,800.00	\$10,350.00	\$14,403.75	\$6,066.25	\$6,986.25
DIRECT COSTS	\$0.00	\$0.00	\$93.92	\$2,704.32	\$248.50	\$188.08	\$0.00
ADJUSTMENTS	\$0.00	\$0.00	\$310.51	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$2,242.50	\$3,967.50	\$14,204.43	\$13,054.32	\$14,652.25	\$6,254.33	\$6,986.25
RETAINAGE (0%)	\$112.13	\$198.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NET PAY INVOICE	\$2,130.38	\$3,769.13	\$14,204.43	\$13,054.32	\$14,652.25	\$6,254.33	\$6,986.25
Subcontractors:							
Davis Communications	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CJ Olson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pata Pata, Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DBE's							
CJ Olson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pata Pata, Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total DBE's	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DBE% Total Contract	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Amount spent on contract	\$2,130.38	\$5,899.51	\$20,103.94	\$33,158.26	\$47,810.51	\$54,064.84	\$61,051.09
Balance of contract	\$197,869.62	\$194,100.50	\$179,896.07	\$166,841.75	\$152,189.50	\$145,935.17	\$138,948.92
80% FTA Share	\$1,704.30	\$4,719.60	\$16,083.15	\$26,526.60	\$38,248.40	\$43,251.87	\$48,840.87

Invoice #8 August-04	Invoice #9 September-04	Invoice #10 October-04	Invoice #11 November-04	Invoice #12 December-04	Invoice #13 January-05	Invoice #14 February-05
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$7,187.50	\$4,743.75	\$5,893.75
\$0.00	\$0.00	\$0.00	\$0.00	\$1,130.92	\$1,775.00	\$1,775.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$8,318.42	\$6,518.75	\$7,668.75
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$8,318.42	\$6,518.75	\$7,668.75
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00	\$1,775.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00	\$1,775.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00	\$1,775.00
0.00%	0.00%	0.00%	0.00%	13.52%	27.23%	23.15%
\$66,858.59	\$72,436.09	\$78,243.59	\$85,919.84	\$94,238.26	\$100,757.01	\$108,425.76
\$133,141.42	\$127,563.92	\$121,756.42	\$114,080.17	\$105,761.75	\$99,243.00	\$91,574.25
\$53,486.87	\$57,948.87	\$62,594.87	\$68,735.87	\$75,390.60	\$80,605.60	\$86,740.60

4/5/2005

Goff and Howard Invoice Audit - Phase 2

GOFF & HOWARD INC.

255 E. Kellogg Boulevard, Suite 102, St. Paul, MN 55101

Public Relations/Public Affairs

Phone (651) 292-8062
Fax (651) 292-8091

INVOICE #9124

February 28, 2005

Mr. Steve Morris
Ramsey County Regional Rail Authority
Suite 665, Ramsey County Government Center - West
50 West Kellogg Blvd.
St. Paul, MN 55102

FEBRUARY, 2005

174-001 - Meetings/Strategy

Agency Time \$ 1,552.50

174-002 - Materials

Agency Time \$ 1,006.25

Pata Pata, Inc. 1,775.00

174-002 Total 2,781.25

174-005 - Outreach Meetings

Agency Time 1,523.75

174-007 - Website

Agency Time 1,207.50

174-008 - List Updates

Agency Time 143.75

174-009 - Media Relations

Agency Time 143.75

174-014 - Traveling Display Site Coordination

Agency Time 316.25

Total Due \$ 7,668.75

OK
SL

DBE copy to
Pat Calder 4/5/05
KAL

6

Ramsey County Regional Rail Authority - February, 2005

174-001	Ted	2/1/05	1.00	Data update
174-001	Kris	2/7/05	1.00	Project status updates w/ Ted & LC
174-001	Lynda	2/7/05	1.00	Internal project status updates with Kris and Ted
174-001	Ted	2/7/05	2.25	meeting with RCRRA staff; updates with Lyn and Kris
174-001	Lynda	2/7/05	0.25	Account coordination
174-001	Lynda	2/8/05	0.25	Coordination
174-001	Lynda	2/10/05	0.25	Project coordination - Jodi regarding several projects; follow up by e-mailing needed files to her
174-001	Lynda	2/10/05	0.50	Project to do review
174-001	Paula	2/10/05	1.00	Account management - contract review - budget status
174-001	Jodi	2/11/05	0.25	News coverage -- scanning, clipping, filing, faxing, mailing
174-001	Kris	2/11/05	0.50	account management - updates
174-001	Ted	2/14/05	0.75	Phone meeting - Steve Morris
174-001	Paula	2/14/05	0.50	project management; reports
174-001	Ted	2/15/05	0.50	Phone meeting - Steve Morris
174-001	Ted	2/17/05	0.75	Revision to outreach plan
174-001	Ted	2/18/05	1.50	Project update/RCRRA staff
174-001	Mike	2/18/05	0.50	call w/ ted, St. Peter Clavier info
174-001	Jodi	2/24/05	0.25	News coverage -- scanning, clipping, filing, faxing, mailing
174-001	Lynda	2/24/05	0.25	account coordination
174-001	Jodi	2/28/05	0.25	News coverage -- scanning, clipping, filing, faxing, mailing
Job Total:			13.50	
174-002	Lynda	2/1/05	1.25	Somali translation final changes and e-mail to client
174-002	Jodi	2/1/05	0.50	Design adjustments to Somali card
174-002	Lynda	2/10/05	0.25	Find and print newsletter draft copy from summer 2004
174-002	Lynda	2/15/05	0.50	William Lo regarding Spanish and Vietnamese translations
174-002	Ted	2/18/05	1.00	fact sheet update
174-002	Lynda	2/22/05	0.50	Review Spanish translation and coordinate with Jodi on set up in template format
174-002	Jodi	2/22/05	0.75	Spanish translation fact sheet into template set-up
174-002	Lynda	2/23/05	1.50	Steve regarding Federal request fact sheet; make changes and e-mail to Steve; Review Spanish translation in layout, send to vendor for final review
174-002	Lynda	2/24/05	1.25	William regarding Vietnamese translation; Bob Bue regarding posting translations that are complete onto website
174-002	Lynda	2/25/05	0.50	William regarding next steps with Vietnamese translation; e-mail art elements
174-002	Jodi	2/28/05	0.25	Design adjustments edits to Spanish Fact Sheet, pdf to Lyn
174-002	Lynda	2/28/05	0.50	William regarding status of Spanish and Vietnamese translations; next steps
Job Total:			8.75	
174-005	Ted	2/2/05	0.25	community meeting planning
174-005	Ted	2/9/05	0.75	outreach meeting report
174-005	Lynda	2/10/05	0.25	Ted regarding status of list; e-mail to Steve Morris
174-005	Ted	2/16/05	2.25	Midway Business Presentation
174-005	Ted	2/17/05	2.00	draft answers to community questions
174-005	Kris	2/17/05	0.50	Phone call with Ted re Rettman, coordination with Lynda on mtg list
174-005	Ted	2/22/05	1.25	Community Question response
174-005	Ted	2/23/05	0.75	Community Question response



Business Unit: RRA
Voucher ID: 00003167

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 26.Apr.2005
Run Time: 12:27:35 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
01.01.2005	9168	31.Mar.2005	0000030752	GOFF AND HOWARD INC	ONL	LONGHEKR P		26.Apr.2005	U	Due Now
Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip			
\$8,416.25	\$0.00	255 E KELLOGG BLVD STE 102			ST PAUL	MN	55101			
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000722	\$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
	Central Corridor Project Desig	\$8,416.25		\$8,416.25		Y	Y	Y	N	RRA	0000000385	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			2003	G205005			\$8,416.25			N

Account Name: Consulting Services

Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. 9168, dated 3/31/05
ices on the Central Corridor Phase 2 study for March 2005

her Comments

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

Authorization

[Signature]

Date

5/2/05

00

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000030752
GOFF AND HOWARD INC
255 E KELLOGG BLVD STE 102
ST PAUL MN 55101
United States

Purchase Order	Date	Revision	Page
RRA - 0000000385	04/06/2004		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	Quantity	UOM	PO Price	Extended Amt	Due Date
Line-Schd	Item	Description		1.00	EA	200,000.00	200,000.00	04/06/2004
1 - 1		Central Corridor Project					200,000.00	
		Design						
Mfg ID				Item Total			200,000.00	

Total PO Amount 200,000.00

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

Unauthorized

9

Goff and Howard, Inc. - Central Corridor Transit Study - Phase 2

Period of Service	Invoice #1 January-04	Invoice #2 February-04	Invoice #3 March-04	Invoice #4 May-04	Invoice #5 June-04	Invoice #6 July-04	Invoice #7 April-04
LABOR	\$2,242.50	\$3,967.50	\$13,800.00	\$10,350.00	\$14,403.75	\$6,066.25	\$6,986.25
DIRECT COSTS	\$0.00	\$0.00	\$93.92	\$2,704.32	\$248.50	\$188.08	\$0.00
ADJUSTMENTS	\$0.00	\$0.00	\$310.51	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$2,242.50	\$3,967.50	\$14,204.43	\$13,054.32	\$14,652.25	\$6,254.33	\$6,986.25
RETAINAGE (0%)	\$112.13	\$198.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NET PAY INVOICE	\$2,130.38	\$3,769.13	\$14,204.43	\$13,054.32	\$14,652.25	\$6,254.33	\$6,986.25
Subcontractors:							
Davis Communications	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CJ Olson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pata Pata, Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DBE's							
CJ Olson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pata Pata, Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total DBE's	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DBE% Total Contract	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Amount spent on contract	\$2,130.38	\$5,899.51	\$20,103.94	\$33,158.26	\$47,810.51	\$54,064.84	\$61,051.09
Balance of contract	\$197,869.62	\$194,100.50	\$179,896.07	\$166,841.75	\$152,189.50	\$145,935.17	\$138,948.92
80% FTA Share	\$1,704.30	\$4,719.60	\$16,083.15	\$26,526.60	\$38,248.40	\$43,251.87	\$48,840.87

4/26/2005

Goff and Howard Invoice Audit - Phase 2

10

Invoice #8 August-04	Invoice #9 September-04	Invoice #10 October-04	Invoice #11 November-04	Invoice #12 December-04	Invoice #13 January-05	Invoice #14 February-05	Invoice #15 March-05
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$7,187.50	\$4,743.75	\$5,893.75	\$7,791.25
\$0.00	\$0.00	\$0.00	\$0.00	\$1,130.92	\$1,775.00	\$1,775.00	\$625.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$8,318.42	\$6,518.75	\$7,668.75	\$8,416.25
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$8,318.42	\$6,518.75	\$7,668.75	\$8,416.25
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00	\$1,775.00	\$625.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00	\$1,775.00	\$625.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00	\$1,775.00	\$625.00
0.00%	0.00%	0.00%	0.00%	13.52%	27.23%	23.15%	7.43%
\$66,858.59	\$72,436.09	\$78,243.59	\$85,919.84	\$94,238.26	\$100,757.01	\$108,425.76	\$116,842.01
\$133,141.42	\$127,563.92	\$121,756.42	\$114,080.17	\$105,761.75	\$99,243.00	\$91,574.25	\$83,158.00
\$53,486.87	\$57,948.87	\$62,594.87	\$68,735.87	\$75,390.60	\$80,605.60	\$86,740.60	\$93,473.60

Phone (651) 292-8062
Fax (651) 292-8091

INVOICE #9168

March 31, 2005

Mr. Steve Morris
Ramsey County Regional Rail Authority
Suite 665, Ramsey County Government Center – West
50 West Kellogg Blvd.
St. Paul, MN 55102

MARCH, 2005

174-001 – Meetings/Strategy

Agency Time		\$ 5,290.00
-------------	--	-------------

174-002 – Materials

Agency Time	\$ 57.50
-------------	----------

Pata Pata, Inc.	<u>375.00</u>
-----------------	---------------

174-002 Total	432.50
---------------	--------

174-005 – Outreach Meetings

Agency Time	1,552.50
-------------	----------

174-007 – Website

Agency Time	230.00
-------------	--------

174-009 – Media Relations

Agency Time	143.75
-------------	--------

174-010 – Public Meeting Planning

Agency Time	\$ 86.25
-------------	----------

Pata Pata	<u>250.00</u>
-----------	---------------

174-010 Total	336.25
---------------	--------

174-013 – Ethnic Outreach

Agency Time	258.75
-------------	--------

GOFF & HOWARD INC.

255 E. Kellogg Boulevard, Suite 102, St. Paul, MN 55101

Public Relations/Public Affairs

Phone (651) 292-8062
Fax (651) 292-8091

INVOICE #9168

March 31, 2005

Mr. Steve Morris
Ramsey County Regional Rail Authority
Suite 665, Ramsey County Government Center – West
50 West Kellogg Blvd.
St. Paul, MN 55102

MARCH, 2005

174-014 – Traveling Display Site Coordination

Agency Time

172.50

Total Due

\$ 8,416.25

OK
[Signature]

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 9, 2005

Date

Board Action Requested

Ratify Partial Payment No. 14 in the amount of \$102,929.79 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for January 29, 2005 to February 25, 2005.

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution
 - 2) Accounts Payable form and Partial Payment No. 14
 - 3) DMJM+Harris, Inc. Invoice No. 100-2652-5(14) and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 17, 2005

Board Date

Kristine A. Longhenny
Signature

May 9, 2005
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 DMJM+Harris, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, DMJM+Harris, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 25, 2005; 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, DMJM+Harris, Inc. Invoice No. 100-2652-5, Partial Payment No. 14, in the amount of \$102,929.79 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through February 25, 2005; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$102,929.79 for services rendered through February 25, 2005, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003160

VOUCHER
Purchase Order Voucher

Page No.
Run Date: 26.Apr.2005
Run Time: 11:34:35 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
03.2005	100-2652-5(14)	11.Mar.2005	0000155333	DMJM+HARRIS, INC.	ONL	LONGHEKR P		26.Apr.2005	U	Due Now
Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip			
\$102,929.79	\$0.00	1178 PAYSHERE CIRCLE			CHICAGO	IL	60674			
Bill	Group ID	Sales Tax	Pckp Ord Nbr							
RE	000722	\$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
	Central Corridor Project consu	\$102,929.79		\$102,929.79		Y	Y	Y	N	RRA	0000000384	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			2003	G205005			\$102,929.79			N
Account Name: Consulting Services						Department Name: RCRRA-Proj/Grant								

ent Comments-Check Stub

ice No. 100-2652-5(14), dated 3/11/05
ices on the Central Corridor Phase 2 study for 1/29/05-2/25/05

her Comments

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

Authorization

K. Aspreghel

Date

5/2/05

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: 0000155333
DMJM+HARRIS, INC.
1178 PAYSPHERE CIRCLE
CHICAGO IL 60674
United States

Purchase Order	Date	Revision	Page
RRA - 0000000384	04/06/2004		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		Central Corridor Project consulting	1.00	EA	1,899,900.00	1,899,900.00	04/06/2004
Schedule Total						1,899,900.00	

Mfg ID

Item Total 1,899,900.00

Total PO Amount 1,899,900.00

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

Unauthorized

3

DMJM Harris - Central Corridor Transit Study - Phase 2

	Invoice #1	Invoice #2	Invoice #3	Invoice #4	Invoice #5	Invoice #6	Invoice #7
Period of service	1/13/04-1/30/04	1/31/04-2/27/04	2/28/04-4/2/04	4/3/04-4/30/04	5/1/04-5/27/04	5/28/04-7/2/04	7/3/04-7/30/04
LABOR	\$420.80	\$6,673.27	\$19,486.91	\$8,966.87	\$9,755.91	\$15,770.50	\$11,746.37
OVERHEAD	\$568.08	\$9,008.91	\$26,307.33	\$12,105.27	\$13,170.48	\$21,290.18	\$15,857.60
TOTAL OVERHEAD	\$988.88	\$15,682.18	\$45,794.24	\$21,072.14	\$22,926.39	\$37,060.68	\$27,603.97
FEE	\$108.78	\$1,725.04	\$5,037.37	\$2,317.94	\$2,521.90	\$4,076.67	\$3,036.44
SUB TOTAL LABOR	\$1,097.66	\$17,407.22	\$50,831.60	\$23,390.08	\$25,448.29	\$41,137.35	\$30,640.41
DIRECT COSTS	\$0.00	\$490.12	\$16,835.87	\$35,596.72	\$55,300.20	\$60,678.70	\$37,824.24
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$1,097.66	\$17,897.34	\$67,667.47	\$58,986.80	\$80,748.49	\$101,816.05	\$68,464.65
RETAINAGE (5%)	\$54.88	\$894.87	\$3,383.37	\$2,949.34	\$4,037.42	\$5,090.80	\$3,423.23
NET PAY INVOICE	\$1,042.77	\$17,002.48	\$64,284.10	\$56,037.46	\$76,711.06	\$96,725.25	\$65,041.41
Subcontractors:							
Enviroscience	\$0.00	\$0.00	\$8,898.44	\$0.00	\$0.00	\$33,154.47	\$0.00
Parsons	\$0.00	\$0.00	\$1,834.10	\$13,020.16	\$14,205.60	\$0.00	\$0.00
Zimmer Gunsul Frasca	\$0.00	\$0.00	\$3,142.97	\$15,208.67	\$20,937.64	\$0.00	\$32,369.32
Manuel Padron & Assoc.	\$0.00	\$0.00	\$1,218.78	\$1,706.29	\$0.00	\$9,925.62	\$0.00
Anton Lubov & Assoc.	\$0.00	\$0.00	\$873.66	\$1,872.13	\$3,494.64	\$5,366.76	\$1,310.49
AECOM Consult.	\$0.00	\$0.00	\$0.00	\$0.00	\$12,988.36	\$7,644.46	\$0.00
DBE's							
Manuel Padron & Assoc.	\$0.00	\$0.00	\$1,218.78	\$1,706.29	\$0.00	\$9,925.62	\$0.00
Enviroscience	\$0.00	\$0.00	\$8,898.44	\$0.00	\$0.00	\$33,154.47	\$0.00
Total DBE's	\$0.00	\$0.00	\$10,117.22	\$1,706.29	\$0.00	\$43,080.09	\$0.00
DBE% Total Contract	0.00%	0.00%	14.95%	2.89%	0.00%	42.31%	0.00%
Task 1	\$0.00	\$0.00	\$8,471.31	\$7,038.79	\$3,514.82	\$13,658.11	\$6,601.91
Task 2	\$0.00	\$2,307.19	\$17,240.69	\$12,688.26	\$4,784.50	\$28,786.63	\$14,574.73
Task 3	\$0.00	\$0.00	\$8,577.25	\$13,020.16	\$14,205.60	\$15,296.07	\$0.00
Task 4	\$0.00	\$0.00	\$3,142.97	\$15,208.67	\$20,937.64	\$0.00	\$32,369.32
Task 5	\$0.00	\$0.00	\$13,440.91	\$6,680.57	\$10,680.63	\$12,001.27	\$2,362.57
Task 6	\$0.00	\$0.00	\$873.66	\$1,872.13	\$16,482.99	\$13,011.23	\$1,310.49
Task 7	\$1,097.66	\$15,590.15	\$15,920.68	\$2,478.22	\$10,142.29	\$19,062.76	\$11,245.63
Task 8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Task 9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Amount spent on contract	\$1,042.77	\$18,045.25	\$82,329.35	\$138,366.81	\$215,077.87	\$311,803.12	\$376,844.53
Balance of contract	\$1,898,857.23	\$1,881,854.75	\$1,817,570.65	\$1,761,533.19	\$1,684,822.13	\$1,588,096.88	\$1,523,055.47
80% FTA Share	\$834.22	\$14,436.20	\$65,863.48	\$110,693.45	\$172,062.30	\$249,442.50	\$301,475.63

Invoice #8	Invoice #9	Invoice #10	Invoice #11	Invoice #12	Invoice #13	Invoice #14
7/31/04-8/27/04	8/28/04-10/1/04	10/1/04-10/29/04	10/30/04-11/26/04	11/27/04-12/31/04	1/1/05-1/28/05	1/29/05-2/25/05
\$15,661.90	\$20,115.49	\$17,357.11	\$15,803.20	\$18,910.86	\$17,040.96	\$19,860.15
\$21,143.57	\$27,155.91	\$23,432.10	\$21,334.32	\$25,529.66	\$23,005.30	\$26,811.20
\$36,805.47	\$47,271.40	\$40,789.21	\$37,137.52	\$44,440.52	\$40,046.26	\$46,671.35
\$4,048.60	\$5,199.85	\$4,486.81	\$4,085.13	\$4,888.46	\$4,405.09	\$5,133.85
\$40,854.07	\$52,471.26	\$45,276.02	\$41,222.65	\$49,328.98	\$44,451.34	\$51,805.20
\$68,885.17	\$38,001.36	\$51,419.72	\$163,398.67	\$67,488.74	\$86,464.54	\$56,541.95
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$109,739.24	\$90,472.62	\$96,695.74	\$204,621.32	\$116,817.72	\$130,915.88	\$108,347.15
\$5,486.96	\$4,523.63	\$4,834.79	\$10,231.07	\$5,840.89	\$6,545.79	\$5,417.36
\$104,252.27	\$85,948.98	\$91,860.95	\$194,390.25	\$110,976.83	\$124,370.09	\$102,929.79
\$20,169.59	\$19,276.07	\$5,892.58	\$13,814.19	\$21,996.18	\$0.00	\$0.00
\$3,162.67	\$12,767.88	\$12,022.35	\$12,354.96	\$26,340.27	\$9,446.48	\$2,119.66
\$14,797.51	\$0.00	\$11,300.54	\$18,573.53	\$8,379.54	\$32,080.40	\$1,854.74
\$5,980.15	\$0.00	\$0.00	\$58,950.21	\$8,551.77	\$9,465.86	\$12,698.33
\$2,308.96	\$0.00	\$3,182.61	\$0.00	\$0.00	\$0.00	\$0.00
\$11,848.26	\$0.00	\$15,637.38	\$58,705.79	\$0.00	\$28,332.35	\$35,499.09
\$5,980.15	\$0.00	\$0.00	\$58,950.21	\$8,551.77	\$9,465.86	\$12,698.33
\$20,169.59	\$19,276.07	\$5,892.58	\$13,814.19	\$21,996.18	\$0.00	\$0.00
\$26,149.74	\$19,276.07	\$5,892.58	\$72,764.40	\$30,547.95	\$9,465.86	\$12,698.33
23.85%	21.31%	6.09%	35.56%	26.15%	7.23%	11.72%
\$6,172.30	\$20,130.28	\$22,591.82	\$7,169.78	\$7,569.17	\$23,105.78	\$14,466.63
\$30,958.24	\$37,762.92	\$18,306.25	\$30,606.62	\$38,738.91	\$28,259.01	\$24,116.31
\$7,592.70	\$12,767.88	\$6,580.03	\$12,354.96	\$34,452.05	\$9,446.48	\$2,119.66
\$20,736.80	-\$5,939.29	\$7,853.64	\$2,901.74	\$6,955.16	\$14,057.63	\$1,418.95
\$17,077.69	\$15,791.86	\$12,607.43	\$67,602.09	\$16,207.10	\$15,879.95	\$12,698.33
\$14,157.22	\$0.00	\$18,819.99	\$58,705.79	\$0.00	\$28,332.35	\$35,499.09
\$13,044.29	\$9,958.96	\$9,936.58	\$10,099.84	\$12,895.34	\$11,834.69	\$18,028.18
\$0.00	\$0.00	\$0.00	\$2,648.68	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$12,531.82	\$0.00	\$0.00	\$0.00
\$481,096.81	\$567,045.79	\$658,906.75	\$853,297.00	\$964,273.83	\$1,088,643.92	\$1,191,573.71
\$1,418,803.19	\$1,332,854.21	\$1,240,993.25	\$1,046,603.00	\$935,626.17	\$811,256.08	\$708,326.29
\$384,877.45	\$453,636.63	\$527,125.40	\$682,637.60	\$771,419.06	\$870,915.14	\$953,258.97

DBE Progress/Project Report

Project #:	046106124.0001	DBE Progress Report #:	11
Project Title:	Central Corridor Project	Type of Services:	Project Design Activities
Prime Contractor:	DMJM+HARRIS		
Contract #		Contract Award Date:	January 13, 2004
Original Contract Amount:	\$ 1,709,797.10		
Contract Change Orders:	\$ 32,000.00	Amount Billed to Date:	\$ 1,169,229.70
Total Contract Amount:	\$ 1,741,797.10	Percent Billed to Date:	67%
Contract Dollars Expended:	\$ 1,169,229.70	Payment Claim #:	14
Contract Dollars Remaining:	\$ 572,567.40		

Utilization Goal: 15%
Reporting Period: From January 29, 2005 to February 25, 2005

DBE Subcontractor	Original Contract Amount	Current Contract Amount	Amount Billed This Claim	Amount Billed To Date
Manuel Padron	\$108,413.18	\$115,413.00	\$12,698.33	\$108,505.01
Enviroscience	\$143,506.48	\$143,506.48	\$0.00	\$123,206.52
DBE Totals:		\$258,919.48	\$12,698.33	\$231,711.53
Contract DBE % of Total Current Contracted Amount:				15%
Billed DBE % of Total Contract Amount Billed:				20%

Explanation if DBE Goal Not Being Met or Other Comments:

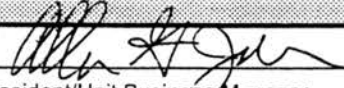
Affirmative Action Status/Labor Force Breakdown by Hours

SKILLED:

Male	Female	Blk Male	Blk Female	Hispanic Male	Hispanic Female	Asian Male	Asian Female	A/I Male	A/I Female

UNSKILLED:

Male	Female	Blk Male	Blk Female	Hispanic Male	Hispanic Female	Asian Male	Asian Female	A/I Male	A/I Female

Signature: 
 Title: Vice President/Unit Business Manager

Date: 3/14/05

INSTRUCTIONS:

1. Insert information in all blank spaces. A/E Services contracts **DO NOT** complete Affirmative Action Status/Labor Force Breakdown by Hours.
2. **Contract DBE %** = Current Contract Amounts DBE Totals / Total Contract Amount.
3. **Billed DBE %** = Amount Billed To Date DBE Totals / Amount Billed To Date.

Copy sent to Pat Calder
4/11/05
KAL

DMJM HARRIS

PLEASE REMIT TO:
DMJM+HARRIS
LBX 1178
540 WEST MADISON 4th FLOOR
CHICAGO IL 60661

In Account With:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
665 Ramsey County Government Center - West
50 W. Kellogg Blvd.
St. Paul, MN 55102

Invoice Date: March 11, 2005
Invoice No.: 100-2652-5(14)
Job No.: 046106124
Customer No.: 046000463

Attn: Steven Morris

Re: Central Corridor Project

PROJECT BILLING SUMMARY

FOR SERVICES PERFORMED FROM JANUARY 29, 2005 THROUGH FEBRUARY 25, 2005

BY TASK

Task #	Original Budget	Revised Budget	Earned			% spent	Paid to date	Pending Payments		
			This period	Previous	To Date			Invoice #	Amount	Total pending
1	\$ 312,800.98	\$ 292,800.98	\$14,466.64	\$126,024.08	\$140,490.72	48%				
2	\$ 418,617.74	\$ 398,617.74	\$24,116.31	\$265,038.85	\$289,155.16	73%				
3	\$ 165,797.16	\$ 165,797.16	\$2,154.18	\$157,401.98	\$159,556.16	96%				
4	\$ 157,112.30	\$ 157,112.30	\$1,418.95	\$118,227.35	\$119,646.30	76%				
5	\$ 139,652.59	\$ 199,652.59	\$12,698.33	\$190,340.06	\$203,038.39	102%				
6	\$ 339,707.59	\$ 319,707.59	\$35,499.09	\$153,565.85	\$189,064.94	59%				
7	\$ 176,108.74	\$ 176,108.74	\$18,028.17	\$143,331.07	\$161,359.24	92%				
8		\$ 10,000.00	\$0.00	\$2,648.68	\$2,648.68	26%				
9		\$ 22,000.00	\$0.00	\$12,531.82	\$12,531.82	57%				
Project Total	\$ 1,709,797.10	\$ 1,741,797.10	\$108,381.67	\$1,169,109.75	\$1,277,491.42	74.7%				\$0.00

BY FIRM

Firm	Original Budget	Revised Budget	Earned			% spent	Paid to date	Pending Payments		
			This period	Previous	To Date			Invoice #	Amount	Total pending
DMJM+HARRIS	\$ 830,360.62	\$ 815,360.62	\$56,175.33	\$511,474.24	\$567,649.57	69.6%				
Enviroscience	\$ 143,506.48	\$ 143,506.48	\$0.00	\$123,206.51	\$123,206.51	85.9%				
Parsons	\$ 130,697.00	\$ 130,697.00	\$2,154.18	\$128,263.27	\$130,417.45	99.8%				
Zimmer Gunsul Frasca	\$ 157,112.00	\$ 214,112.00	\$1,854.74	\$156,793.19	\$158,647.93	74.1%				
Manuel Padron & Assoc.	\$ 108,413.00	\$ 115,413.00	\$12,698.33	\$95,806.68	\$108,505.01	94.0%				
Anton Lubov & Assoc.	\$ 35,320.00	\$ 35,320.00	\$0.00	\$18,409.26	\$18,409.26	52.1%				
AECOM Consult.	\$ 304,388.00	\$ 287,388.00	\$35,499.09	\$135,156.59	\$170,655.68	59.4%				
Project Total	\$ 1,709,797.10	\$ 1,741,797.10	\$108,381.67	\$1,169,109.75	\$1,277,491.42	74.7%				

PARTICIPATION BY DBE FIRMS

Firm	Original Budget	Revised Budget	Earned			% spent	Paid to date	Pending Payments		
			This period	Previous	To Date			Invoice #	Amount	Total pending
Manuel Padron	\$ 108,413.00	\$ 115,413.00	\$12,698.33	\$95,806.68	\$108,505.01	8.5%				
Enviroscience	\$ 143,506.48	\$ 143,506.48	\$0.00	\$123,206.51	\$123,206.51	9.6%				
Project Total	\$ 251,919.48	\$ 258,919.48	\$12,698.33	\$219,013.19	\$231,711.52	18.1%				

OK *[Signature]*

Invoice Date: March 11, 2005
 Invoice No.: 100-2652-5(14)

DMJM+HARRIS COSTS				
LABOR				
Task #	Person	Hours	Rate	Labor Cost
1	Desai, Dru	22.0	\$82.22	\$1,808.84
1	Rossler, Karen	51.0	\$59.07	\$3,012.57
2	Boone, Alan	104.0	\$61.18	\$6,362.72
2	Fuller, Hugh	9.0	\$59.80	\$538.20
2	Jewell, Sondra	1.0	\$20.40	\$20.40
2	Shields, Angela	75.50	\$26.50	\$2,000.75
2	Waltz, Todd	11.0	\$28.35	\$311.85
7	Araujo, Maureen	14.0	\$47.87	\$670.18
7	Haugh, Tiffany	7.5	\$21.00	\$157.50
7	Ives, Lisa	83.5	\$56.44	\$4,712.74
7	Mitrsongkroh, Ben	10.0	\$26.44	\$264.40
Subtotal Labor				\$19,860.15
OVERHEAD				
		Labor	Rate	Total OH
		\$19,860.15	135.00%	\$26,811.20
Subtotal Labor + Overhead				\$46,671.35
FEE				
		Labor&OH	Rate	Total fee
		\$46,671.35	11%	\$5,133.85
ODCs				
Task #	Type	Amount		Total ODCs
1	Airfare (Rossler)	\$1,454.20		\$1,454.20
2	Postage	\$29.63		\$29.63
7	Airfare (Ives)	\$2,886.30		\$2,886.30
Total ODCs				\$4,370.13
DMJM+HARRIS INVOICE TOTAL				
Total earned				\$56,175.33
Retainage @ 5%				\$2,808.77
Total Invoiced Amount				\$53,366.56
SUBCONSULTANT COSTS				
Task #	Firm	Cost		Total Sub Costs
3	Parsons	\$2,154.18		\$2,154.18
1	Zimmer Gunsul Frasca	\$435.79		\$435.79
4	Zimmer Gunsul Frasca	\$1,418.95		\$1,418.95
5	Manuel Padron & Assoc.	\$12,698.33		\$12,698.33
6	AECOM Consult.	\$35,499.09		\$35,499.09
SUBCONSULTANT TOTAL				
Total earned				\$52,206.34
Retainage @ 5%				\$2,610.32
Total Invoiced Amount				\$49,596.03
TOTAL NOW DUE				\$102,962.59

51,805.19

Invoice Date: March 11, 2005
 Invoice No.: 100-2652-5(14)

AECOM CONSULT INC. COSTS				
Invoice # 049-2027/2028-5(9)				
LABOR				
Task #	Person	Hours	Rate	Labor Cost
6	Figura, Roger	75.0	\$91.50	\$6,862.50
6	Woodford, William	3.0	\$108.18	\$324.54
6	Carini, Sara	67.0	\$36.07	\$2,416.69
6	Coleman, Patrick	12.0	\$52.25	\$627.00
6	Lacroix, Sean	27.0	\$39.92	\$1,077.84
6	Morrow, Erin	15.0	\$26.63	\$399.45
Subtotal Labor				\$11,708.02
OVERHEAD				
		Labor	Rate	Total OH
		\$11,708.02	165.00%	\$19,318.23
Subtotal Labor + Overhead				\$31,026.25
FEE				
		Labor&OH	Rate	Total fee
		\$31,026.25	11%	\$3,412.89
ODCs				
Task #	Type	Amount		Total ODCs
6	Travel	\$1,059.95		\$1,059.95
Total ODCs				\$1,059.95
AECOM INVOICE TOTAL				
	Total earned			\$35,499.09
	Retainage @ 5%			\$1,774.95
Total Invoiced Amount				\$33,724.14

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 9, 2005

Date

Board Action Requested

Ratify Partial Payment No. 3 in the amount of \$9,726.37 to Washington County for consulting services on the Red Rock Corridor Alternatives Analysis/Scoping Study for December 2004 through January 2005.

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution
 - 2) Accounts Payable form and Partial Payment No. 3
 - 3) Washington County Invoice Nos. 43925 and 44467 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 17, 2005

Board Date

Kristine A. Longhoney
Signature

May 9, 2005
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has entered into an agreement with Washington County Regional Railroad Authority (WCRRA), Dakota County Regional Railroad Authority (DCRRA) and Hennepin County Regional Railroad Authority (HCRRA) for consulting service for the completion of the Red Rock Corridor Alternatives Analysis/Scoping Study; and

WHEREAS, RCRRA has approved funding \$168,750 or 37.5% of the total cost of this Study (per RCRRA resolution R03-23); and

WHEREAS, Washington County is managing this Study;

WHEREAS, the consultants have satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 2005; 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, Washington County Partial Payment No. 3, Invoice No. 43925, in the amount of \$8,744.98 and Invoice No. 44467 in the amount of \$981.39 attachments thereto, provide the correct documentation of payments due Washington County through January 31, 2005; Now, Therefore Be It

RESOLVED, Payment to Washington County in the amount of \$9,726.37 for services rendered through January 31, 2005, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003132

VOUC
Purchase Order Voucher

Page No. 1
Run Date 04.Apr.2005
Run Time 1:49:16 PM

Part 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
04.Apr.2005	43925	26.Feb.2005	0000000556	WASHINGTON CO	ONL	LONGHEKR P		04.Apr.2005	U	Due Now
Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip			
\$9,726.37	\$0.00	11660 MYERON RD N			STILLWATER	MN	55082			
Group ID	Sales Tax	Pckp Ord# Nbr								
000713	\$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 Service	\$9,726.37	918070001	\$9,726.37		Y	Y	Y	N	RRA	0000000371	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
	425102	12501	150111	00000			2003				\$9,726.37			N
Account Name: Subsidies to Other Entities						Department Name: Red Rock Corridor								

ent Comments-Check Stub

43925, Acct #30093, dated 2/26/05 - \$8,744.98 - December 2004 Charges & Inv #44467, Acct #61417, dated 4/22/05 - \$981.39 - January 2005 Charges: AA/Scoping Study, Coop Agreement #2723, RCRRRA of consultant costs - Red Rock Corridor

her Comments

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

Authorization

K. Hespeler

Date

4/8/05

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: 0000000556
WASHINGTON CO
PO BOX 6
STILLWATER MN 55082-0006
United States

Purchase Order	Date	Revision	Page
RRA - 0000000371	02/19/2004		1
Payment Terms	Freight Terms		Ship Via
Due Now	Origin PPD Allowed		US MAIL
From Date	To Date		
Buyer: RRA	Currency Code: USD		

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

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

Tax Exempt? Y Tax Exempt ID: 999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Professional Service	1.00	EA	168,750.00	168,750.00	02/19/2004
Schedule Total						168,750.00	

Mfg ID

Item Total 918070001 168,750.00

This amount is being encumbered to cover the cost of Ramsey County Regional Railroad Authority's share for a study to be done by the Red Rock Corridor, which should begin this spring. This was approved by the RCRRA by resolution No. R03-23, dated 4/15/03.

Total PO Amount 168,750.00

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

Unauthorized

3



ROAD & BRIDGE
11660 MYERON RD
STILLWATER MN 55082

(651) 430-4342

INVOICE

Invoice Number: 43925

Account Number: 30093

Due Date: 02/26/05

Amount Enclosed: \$ _____

Federal Tax Id: 41-6005919

TO: RAMSEY CTY
50 W KELLOGG STE 830
ST PAUL MN 55102-1696

Please return top portion with payment. Thank You.

Invoice					
Date	Type	Number	Due Date	Remark	Amount
01/27/05	RI	43925 001	02/26/05	Project: Regional Rail	
01/27/05	RI	43925 002	02/26/05	Alternative Analysis	
01/27/05	RI	43925 003	02/26/05	Scoping Study	
01/27/05	RI	43925 004	02/26/05	Coop Agreement No:2723	
01/27/05	RI	43925 005	02/26/05	Consultant Through	
01/27/05	RI	43925 006	02/26/05	12-30-04 \$206,312.07	
01/27/05	RI	43925 007	02/26/05	Participating Agencies	
01/27/05	RI	43925 008	02/26/05	Costs @ 20.96%=\$43,243.01	
01/27/05	RI	43925 009	02/26/05	Ramsey County Cost Share	
01/27/05	RI	43925 010	02/26/05	\$43,243.01 x 37.5%	16,216.13
01/27/05	RI	43925 011	01/27/05	Previously Billed	7,471.15-
01/27/05	RI	43925 012	02/26/05	Total Due This Billing	
01/27/05	RI	43925 013	02/26/05	\$8,744.98	
01/27/05	RI	43925 014	02/26/05	271001.537000.cnty	
01/27/05	RI	43925 015	02/26/05	Fund 212	
I declare under the penalties of law that this account claim or demand, is just and correct and no part of it has been paid. Please make check payable to Washington County and mail to the address above.				Invoice Total	8,744.98
				Sales Tax	
				Balance Due	8,744.98

4



Kimley-Horn
and Associates, Inc.

To: Washington County Regional Railroad Authority
Attn.: Mr. Michael Rogers
11660 Myeron Road North
Stillwater, MN 55082

Invoice Period From: 12/01/04
Invoice Period To: 12/30/04
Invoice No: 1764285

Re: Red Rock Corridor - Alternative Analysis/Scoping Study
Contract with Kimley-Horn and Associates

Please Remit to:
PO Box 75557
Baltimore, MD 21275-5557

Washington County Contract No. 2717
State Project No. TRF-9037-03

	Total Contract Amount	Total Billing to Date	Amount Previously Billed	Billed This Invoice
Direct Salary Costs:	\$67,227.50	\$35,253.88	\$31,224.24	\$4,029.64
Overhead Costs: Rate = 193.31% (Direct Salaries * Overhead Cost)	\$129,957.48	\$68,149.27	\$60,359.57	\$7,789.70
Fixed Fee (Profit): (((Direct Salary + Overhead Cost) * 12%)	\$23,662.20	\$12,408.36	\$10,990.04	\$1,418.32
Subconsultants			\$56,387.76	\$18,606.38
Subconsultant Total	\$358,680.91	\$74,994.14	\$56,387.76	\$18,606.38
Subtotal	\$579,528.09	\$190,805.66	\$158,961.62	\$31,844.04
Allocation ((Direct Salary + Overhead Cost) * 2.6%)	\$5,126.81	\$2,688.50	\$2,381.19	\$307.31
Other Direct Costs: (Attach support documentation)	\$38,907.10	\$12,817.91	\$9,347.62	\$3,470.29
Contingency:	\$26,438.00			
Net Earnings Totals:	\$650,000.00	\$206,312.07	\$170,690.43	\$35,621.64
Total Invoiced		\$206,312.07	\$170,690.43	\$35,621.64

I certify that the above statement is correct
and payment has not been received.

Signature:

Paul Mula
Kimley-Horn and Associates, Inc.

Contract# 2717
B.U. # 271001
C.N. # 1630100
D.O. #/Subs.
Date 11/21/05
ACM *Michael Rogers*

Approved
for Payment:

Michael Rogers
Washington County Regional
Railroad Authority

Date:

11/21/05



ROAD & BRIDGE
11660 MYERON RD
STILLWATER MN 55082

(651) 430-4342

TO: Ramsey County Regional Rail
Authority
50 West Kellogg Blvd.
St. Paul, MN 55102
Attn: Alicia Vap-Transp Planner

INVOICE

Invoice Number:	44467
Account Number:	61417
Due Date:	04/22/05
Amount Enclosed:	\$ _____
Federal Tax Id: 41-6005919	

Please return top portion with payment. Thank You.

Invoice					
Date	Type	Number	Due Date	Remark	Amount
03/23/05	RI	44467 001	04/22/05	Regional Rail Alternative	981.39
03/23/05	RI	44467 002	04/22/05	Analysis Scoping Study	
03/23/05	RI	44467 003	04/22/05	Coop. Agree No. 2723	
03/23/05	RI	44467 004	04/22/05	thru 1/31/05	
03/23/05	RI	44467 005	04/22/05	\$12,485.87	
03/23/05	RI	44467 006	04/22/05	Balance Due this Invoice	
03/23/05	RI	44467 007	04/22/05	Participating Agencies Cost:	
03/23/05	RI	44467 008	04/22/05	\$12,485.87 x 20.96%	
03/23/05	RI	44467 009	04/22/05	\$2,617.04	
03/23/05	RI	44467 010	04/22/05	Ramsey County Cost for this	
03/23/05	RI	44467 011	04/22/05	Invoice: \$2,617.04 x 37.5%	
03/23/05	RI	44467 012	04/22/05	\$981.39 Total This Billing	
03/23/05	RI	44467 013	04/22/05	271001.537000.cnty	
03/23/05	RI	44467 014	04/22/05	Fund 212	
I declare under the penalties of law that this account claim or demand, is just and correct and no part of it has been paid. Please make check payable to Washington County and mail to the address above.					Invoice Total
					Sales Tax
					Balance Due
					981.39

6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 9, 2005

Date

Board Action Requested

Ratify Partial Payment No. 1 in the amount of \$6,095.00 and Partial Payment No. 2 in the amount of \$8,442.52 to St. Paul Port Authority for negotiation of property acquisition and negotiation of an easement through the Union Depot through March 2005.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of St. Paul Port Authority for the purpose of negotiation of property acquisition and negotiation of an easement through the Union Depot. Partial Payment in the amount of \$14,537.52 for the period ending March 2005 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R04-67. Payment documentation is being submitted for ratification in compliance with the latter.

See attached:

1. Proposed resolution ratifying partial payment
2. Accounts Payable forms and Partial Payments Nos. 1 and 2
3. St. Paul Port Authority Invoice Nos. 1 and 2 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 17, 2005

Board Date

Kristine A. Longhiney
Signature

May 9, 2005

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 St. Paul Port Authority for negotiation of property acquisition and negotiation of an easement through the Union Depot project; and

WHEREAS, St. Paul Port Authority has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 2005; 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, St. Paul Port Authority Invoice No. 1, Partial Payment No. 1 in the amount of \$6,095.00 and Invoice No. 2, Partial Payment No. 2 in the amount of \$8,442.52 attachments thereto, provide the correct documentation of payments due Tunheim Partners through March 2005; Now, Therefore Be It

RESOLVED, Payment to St. Paul Port Authority in the amount of \$14,537.52 for services rendered through March 2005 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003111

VOUCHER
Purchase Order Voucher

Run Date 17.Mar.2005
Run Time 2:09:01 PM

Port ID: RMAP19

Voucher Header Information

Pay Method: System Check

Invoice Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
Mar. 2005	1	01.Mar.2005	0000108945	ST PAUL PORT AUTHORITY	ONL	LONGHEKR P		17.Mar.2005	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$6,095.00	\$0.00	1900 LANDMARK TOWERS	345 ST PETER STREET		ST PAUL	MN	55102		
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000708	\$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 Service	\$6,095.00	918070001	\$6,095.00		Y	Y	Y	N	RRA	0000000427	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
	421522	12501	150112	00000				2005			\$6,095.00			N

Account Name: Other Professional Services

Department Name: Union Depot Study

ent Comments-Check Stub

ice No. 1, dated 3/1/05
ices for 12/29/04 to 2/28/05 on the Union Depot project

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. Hespigelaere

Date

3/28/05

2

St. Paul Port Authority Union Depot Invoices

	Invoice #1
Period of service	12/29/04-2/28/05
LABOR	\$3,300.00
DIRECT COSTS	\$2,795.00
ADJUSTMENTS	\$0.00
TOTAL INVOICE	\$6,095.00
RETAINAGE (5%)	\$0.00
NET PAY INVOICE	\$6,095.00
Direct Costs:	
Old Republic	\$995.00
Dahlen, Dwyer & Foley, Inc.	\$1,800.00
Total Direct Costs	\$2,795.00
Amount spent on contract	\$6,095.00
Balance of contract	\$42,705.00

W

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000108945
ST PAUL PORT AUTHORITY
1900 LANDMARK TOWERS
345 ST PETER STREET
ST PAUL MN 55102
United States

Purchase Order	Date	Revision	Page
RRA - 0000000427	01/11/2005		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		1.00	EA	48,800.00	48,800.00	01/11/2005
1 - 1		Professional Service				Schedule Total	48,800.00	

Mfg ID

Item Total 918070001 48,800.00

Total PO Amount 48,800.00

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

Unauthorized

4

SAINT PAUL PORT AUTHORITY

MEMORANDUM

TO: Kathy DeSpiegelaere

DATE: March 3, 2005

FROM: William M. Morin 

SUBJECT: Invoice

Kathy, here is our first invoice. Please process for payment.

Thank you.....

OK KB

WMM:ah 

cc: Bruce Kessel

~ INVOICE ~

March 1, 2005

TASK I (Parking Lot Sites)

	<u>BUDGET</u>	(Dec 04 - Feb 05) <u>CURRENT BILLING</u>	<u>PROJECT TOTAL BILLINGS</u>
Port Authority	\$4,400	\$2,310	\$2,310
Legal	\$10,000		
Appraisal / Misc.	<u>\$10,000</u>	<u>\$2,297.50</u>	<u>\$2,297.50</u>
TOTAL	\$24,400	\$4,607.50	\$4,607.50

TASK II (Union Depot)

	<u>BUDGET</u>	(Dec 04 - Feb 05) <u>CURRENT BILLING</u>	<u>PROJECT TOTAL BILLINGS</u>
Port Authority	\$4,400	\$ 990	\$ 990
Legal	\$10,000		
Appraisal / Misc.	<u>\$10,000</u>	<u>\$497.50</u>	<u>497.50</u>
TOTAL	\$24,400	\$1,487.50	\$1,487.50

TOTAL PAYMENT DUE PORT AUTHORITY

\$ 6,095.00

PARKING LOTS (TASK I)

<u>DATE</u>	<u>DESCRIPTION</u>	<u>HOURS</u>
12/29/04	Mtg w/Rich Pakonen & Song Faucett re: valuation	1.00
12/30/04	Appraisal quotes	0.25
1/11/05	Appraisal quotes	0.25
1/18/05	Followup w/Rick Pakonen, schedule next meeting	0.25
1/20/05	Update to Kathy DeSpiegelaere	0.25
1/21/05	Mtg w/March Manderscheid & Dan Cole from Briggs	1.00
2/3/05	Mtg w/Rich Pakonen re: valuation, his offer, reviewed w/Ken Johnson, schedule meeting w/County	2.50
2/4/05	Phone conversation w/Rich Pakonen	0.25
2/7/05	Mtg w/Rich P, Kathy DeS, & Ken Johnson, site visit, arrange mtg w/Dan Cole	3.00
2/8/05	Mtg w/Dan Cole re: purchase agreement	1.25
2/8/05	Discussions w/Rich Pakonen, Dwight Dahlen, Dan Cole	0.75
2/10/05	Review draft purchase agreement w/comments to Dan Cole	1.00
2/10/05	Mtg w/Rich P, Marc M, Song F - review documents	2.50
2/11/05	Phone calls w/Kathy DeS, Dave McQuillan, Dan Cole, Rich P.	0.75
2/15/05	Phone calls with Rich Pakonen	0.25
2/16/05	Phone calls w/Rich Pakonen, Marc Manderscheid, Dan Cole	0.50
2/16/05	Meeting w/Commissioners	1.00
2/17/05	Meeting w/Commissioners	1.50
2/18/05	Phone calls with Dan Cole, Rich Pakonen, Kathy DeSpiegelaere	0.75
2/22/05	Phone calls with Dan Cole and Kathy DeSpiegelaere	0.25
2/23/05	Mtg w/Darwin Lookingbill, Kathy DeSpiegelaere & Dan Cole	1.25
2/25/05	Phone calls w/Dan Cole	0.25
2/28/05	Phone calls w/Rich Pakonen, and Dan Cole	0.25

TOTAL HOURS (Dec. - Feb)

21.00
x \$110/hr
\$2,310.00



Business Unit: RRA
Voucher ID: 00003147

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 12.Apr.2005
Run Time: 2:23:05 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
01.01.2005	2	11.Apr.2005	0000108945	ST PAUL PORT AUTHORITY	ONL	LONGHEKR P		12.Apr.2005	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$8,442.52	\$0.00	1900 LANDMARK TOWERS	345 ST PETER STREET		ST PAUL	MN	55102		
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000716	\$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 Service	\$8,442.52	918070001	\$8,442.52		Y	Y	Y	N	RRA	0000000427	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
	421522	12501	150112	00000				2005			\$8,442.52			N

Account Name: Other Professional Services

Department Name: Union Depot Study

Client Comments-Check Stub

Invoice No. 2, dated 4/11/05
Invoices for March 2005 on Union Depot area land acquisition project

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

Klauspiegelschere

Date

4/11/05

00

St. Paul Port Authority Union Depot Invoices

Period of service	Invoice #1 12/29/04-2/28/05	Invoice #2 March-05
LABOR	\$3,300.00	\$1,677.50
DIRECT COSTS	\$2,795.00	\$6,765.02
ADJUSTMENTS	\$0.00	\$0.00
TOTAL INVOICE	\$6,095.00	\$8,442.52
RETAINAGE (5%)	\$0.00	\$0.00
NET PAY INVOICE	\$6,095.00	\$8,442.52
Direct Costs:		
Old Republic	\$995.00	\$0.00
Dahlen, Dwyer & Foley, Inc.	\$1,800.00	\$0.00
Briggs and Morgan	\$0.00	\$6,765.02
Total Direct Costs	\$2,795.00	\$6,765.02
Amount spent on contract	\$6,095.00	\$14,537.52
Balance of contract	\$42,705.00	\$28,167.48

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000108945
ST PAUL PORT AUTHORITY
1900 LANDMARK TOWERS
345 ST PETER STREET
ST PAUL MN 55102
United States

Purchase Order	Date	Revision	Page
RRA - 0000000427	01/11/2005		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRA	Currency Code: USD		

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

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

Tax Exempt?	Y	Tax Exempt ID:	999999999999						
Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date		
1 - 1		Professional Service	1.00	EA	48,800.00	48,800.00	01/11/2005		
Schedule Total						48,800.00			

Mfg ID

Item Total 918070001 48,800.00

Total PO Amount 48,800.00

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

Unauthorized

10

SAINT PAUL PORT AUTHORITY

MEMORANDUM

TO: Kathy DeSpiegelaere

DATE: April 8, 2005

FROM: William M. Morin *WM*

SUBJECT: Invoice

Kathy, here is our invoice for March 2005. Please process for payment.

Thank you.....

WMM:ah

cc: Bruce Kessel

~ INVOICE ~

April 11, 2005

TASK I (Parking Lot Sites)

	<u>BUDGET</u>	(March 2005) <u>CURRENT BILLING</u>	<u>PROJECT TOTAL BILLINGS</u>
Port Authority	\$4,400	\$990	\$3,300
Legal	\$10,000	6,765.02	6,765.02
Appraisal / Misc.	<u>\$10,000</u>	<u>- 0 -</u>	<u>\$2,297.50</u>
TOTAL	\$24,400	\$7,755.02	\$12,362.52

TASK II (Union Depot)

	<u>BUDGET</u>	(March 2005) <u>CURRENT BILLING</u>	<u>PROJECT TOTAL BILLINGS</u>
Port Authority	\$4,400	\$ 687.50	\$ 1,677.50
Legal	\$10,000	- 0 -	- 0 -
Appraisal / Misc.	<u>\$10,000</u>	<u>- 0 -</u>	<u>497.50</u>
TOTAL	\$24,400	\$687.50	\$2,175.00

TOTAL PAYMENT DUE PORT AUTHORITY \$ 8,442.52

PARKING LOTS (TASK I)

<u>DATE</u>	<u>DESCRIPTION</u>	<u>HOURS</u>
3/4/05	Reviewed Song Fawcett memo, phone call w/Dan Cole	0.50
3/8/05	Mtg w/Song Fawcett, Rich P, Marc M. & Dan C.	2.00
3/10/05	Phone call w/Rich P.	0.25
3/11/05	Mtg w/Kathy DeSpiegelaere, Dave McQuillan, Marc M, Dan C re: purchase agmts	0.75
3/14/05	Phone call w/Rich P.	0.25
3/21/05	Mtg w/Janice Rettman	0.50
3/23/05	Phone call w/Dan Cole re: purchase agmts, reviewed property info received from Seller	0.75
3/24/05	Reviewed revised purchase agreements	0.75
3/25/05	Reviewed both purchase agmts and phone call w/Dan Cole	0.50
3/28/05	Mtg w/Dan Cole & Song Fawcett	1.50
3/28/05	Update to Kathy DeSpiegelaere	<u>1.25</u>

TOTAL HOURS (March 2005)

	9.00
x per hour	<u>110.00</u>
	<u>\$990.00</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

8

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 9, 2005

Date

Board Action Requested

Federal Transit Administration cost effectiveness criteria.

DISCUSSION ONLY

Request Justification

Dick Wolsfeld from DMJM+Harris will present information at the meeting on how the measure is calculated for new starts transit projects.

Budgeting and Accounting

Walter Johnson

County Attorney

Walt Moch

Risk Management

Documentation certified complete for:

May 17, 2005

Board Date

Kristine A. Longhenry
Signature

May 9, 2005

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

9

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

May 9, 2005

Date

Board Action Requested

State legislative requests.

ACTION IS REQUESTED

Request Justification

See attached information:

- 1) Proposed resolution
- a) State Bonding Requests 2006

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

May 17, 2005

Board Date

Kristine A. Longhurry
Signature

May 9, 2005
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority supports the construction and operation of transit facilities that improve the state and metropolitan movement of people; and

WHEREAS, State transportation funds may be available in 2006 to support the provision of these services by local, regional and state units of government; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests state appropriations for 2006 for the following projects:

Union Depot/High Speed Rail, Minnesota Border to St. Paul's Union Depot — \$5 million for planning, environmental work, and engineering;

Central Corridor, St. Paul to Minneapolis, Minnesota — \$50 million for final design and construction;

Rush Line Corridor, St. Paul to Hinckley, Minnesota — \$1 million for bus improvements and park and ride/park and pool facilities in the corridor; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority will communicate its requests to the Metro Transitways Development Board, and to State legislative representatives.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

State Bonding Requests, 2006

Union Depot

St. Paul to Wisconsin

Ramsey County envisions Union Depot as a multi modal transit hub, where many modes of transit, including high speed rail, will converge. Planning work has indicated how the various modes will fit at Union Depot, and that the key property to implementing this concept is the concourse area, currently owned by the United States Postal Service.

If there is no indication that the Post Office will move from Union Depot, engineering and environmental work on the Depot area is premature. Funds will be needed for acquisition of the Postal Service property and renovation of the concourse area when the Post Office moves. We do not know at this time if the Post Office will move, and if they do, what the timetable for the move will be.

If there is an indication before the bonding bill information is needed that the Post Office will move from Union Depot, then funds should be sought for the Union Depot project.

Other Midwest states are doing work on higher speed intercity passenger rail, and Minnesota is barely at the table in these discussions. Without active support from the State of Minnesota, Minnesota is on the fringes of work being conducted on intercity passenger rail. Five million dollars in funding is requested for intercity passenger rail (Midwest Regional Rail Initiative). The funds would be used for planning, environmental work and engineering of the regional rail route from the Wisconsin border into St. Paul. The language should further require that the study be completed by the Minnesota Department of Transportation.

Amount: \$5 million for high speed rail from the Minnesota border to St. Paul's Union Depot.

Rush Line

St. Paul to Hinckley

Reason: Capital projects for Rush Line will require additional transit service. Additional operating funds to allow the service to be expanded are needed. Bonding funds will be useful once the transit operating funding issue is adequately resolved.

One million dollars will be sought for capital projects in the Rush Line Corridor, such as park and ride lots.

Amount requested: \$1 million

Central Corridor

St. Paul to Minneapolis

The Central Corridor Alternatives Analysis is expected to be completed in 2005 and the locally preferred alternative will be selected. The next step in the process is preliminary engineering, which is funded with a combination of state and federal funds.

Following preliminary engineering, the next step is final design of the project. The estimated project cost is \$840 million and the likely funding for the project construction is 50% federal funds. The remainder of the funds would need to be provided from state, county or other local funding sources.

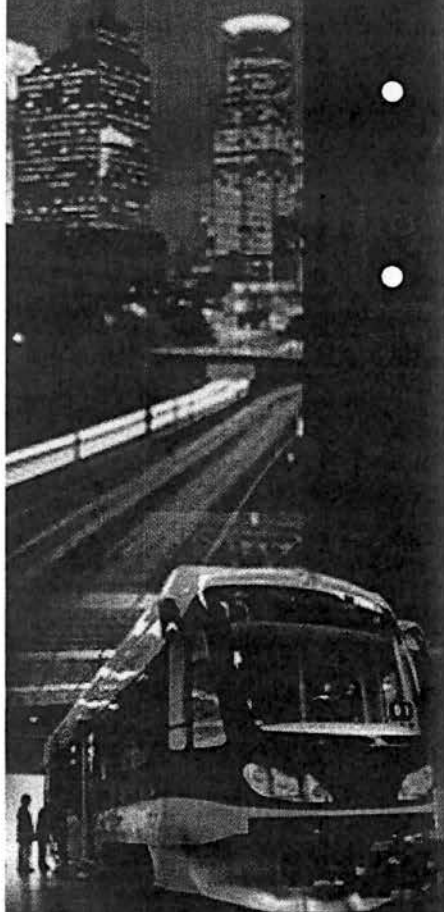
In order to qualify the project for entry into final design, the federal government requires ½ of the local funding share to be committed. This commitment is needed in 2007.

Amount requested: \$50 million

FTA's Ability to Fund New Starts

The Ramsey County Regional Railroad Authority

- **\$1.5 billion/year**
- **Typically funded 5-7 projects per year**
- **6-year reauthorization has 30-40% increase for new starts**

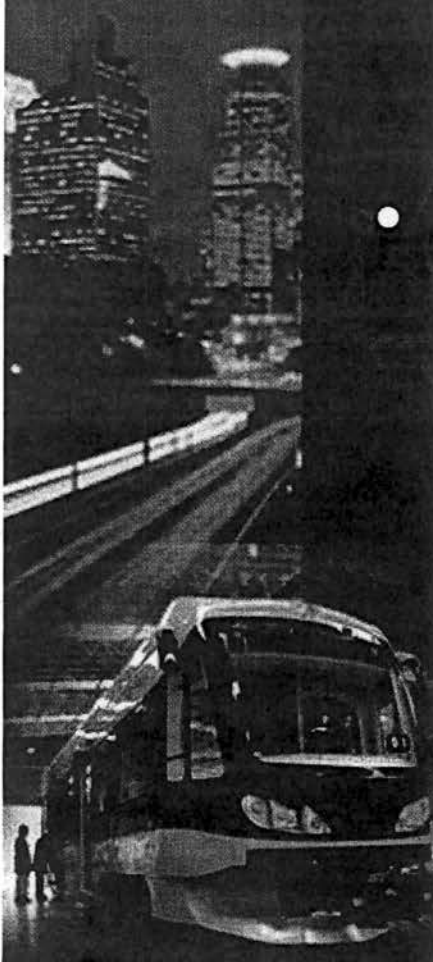




FTA Funding Criteria

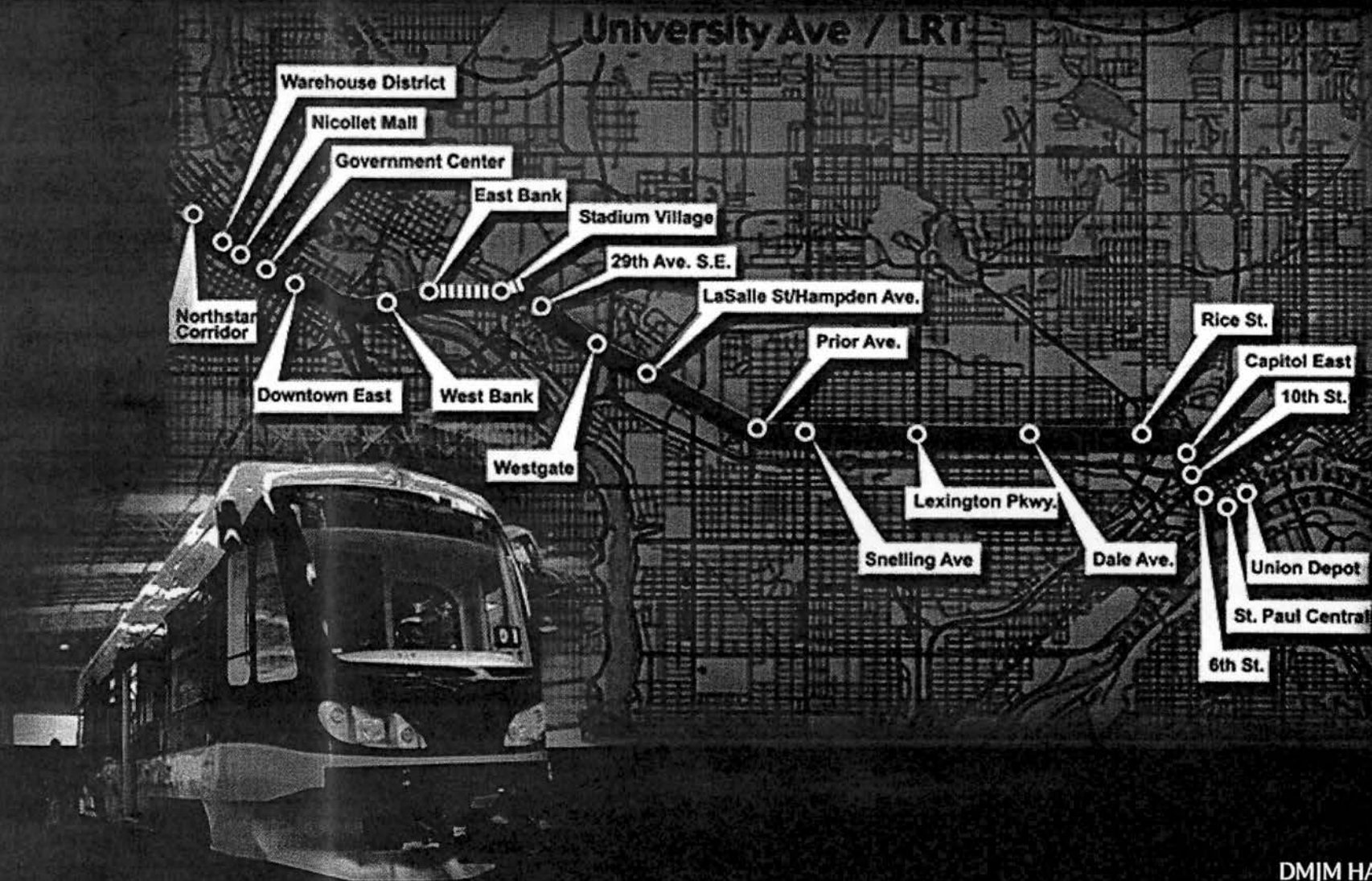
The Ramsey County Regional Railroad Authority

- **Screen 1: User benefits analysis**
- **Screen 2: Six other criteria divided into two groups:**
 - financial
 - project justification



FTA Required User Benefits Analysis

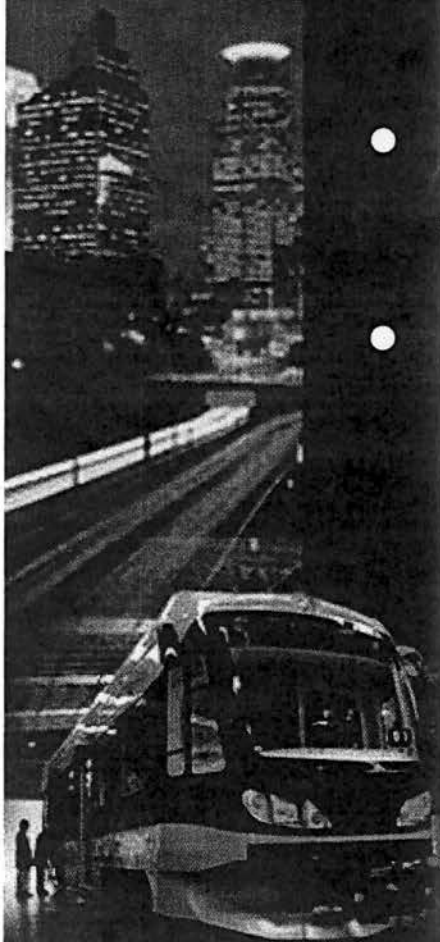
Presented to
The Ramsey County Regional Rail Authority
17 May 2005



FTA's Challenge

The Ramsey County Regional Railroad Authority

- **Over 200 projects being analyzed in the U.S.**
- **Request is generally for 50% federal funding**
- **Projects range from \$6 billion to \$300 million**

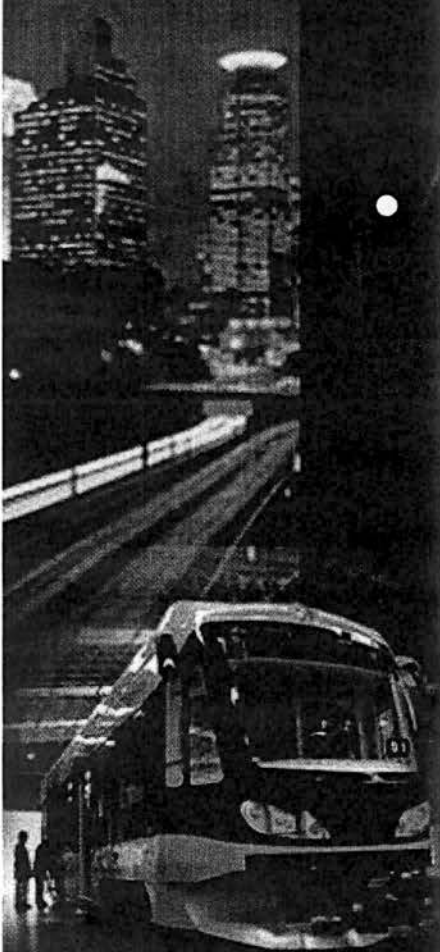




User Benefits Premise

The Ramsey County Regional Railroad Authority

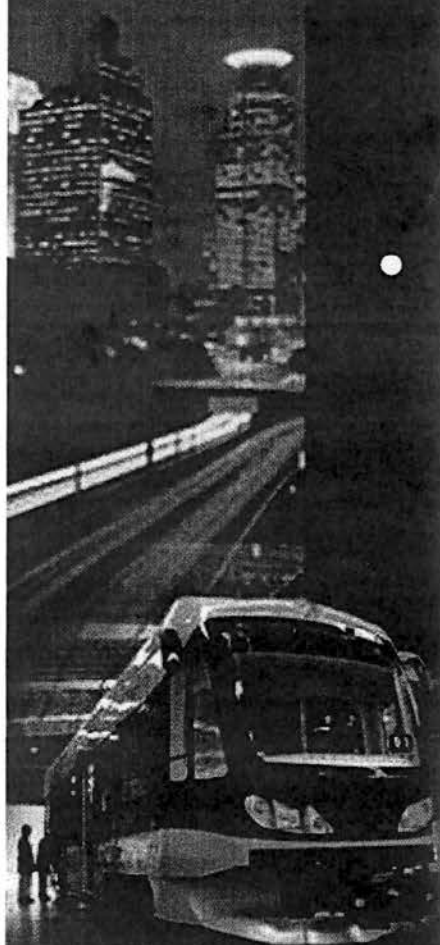
- Capital investment should reduce travel times
- Capital investment should lower operating costs



User Benefits: Step 1

The Ramsey County Regional Railroad Authority

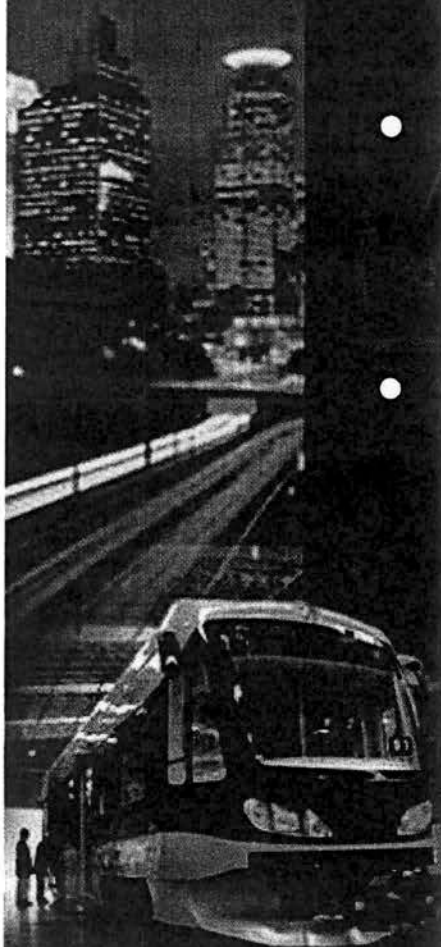
- **Define “baseline” system**
 - Best bus system
 - Low capital investment
- **Calculate annual capital cost and annual operating cost (2005 \$) of baseline**



User Benefits: Step 2

The Ramsey County Regional Railroad Authority

- Define “build” system: BRT, LRT, etc.
- Calculate annual capital cost and annual operating cost
- Add together for total annual cost



User Benefits: Step 3

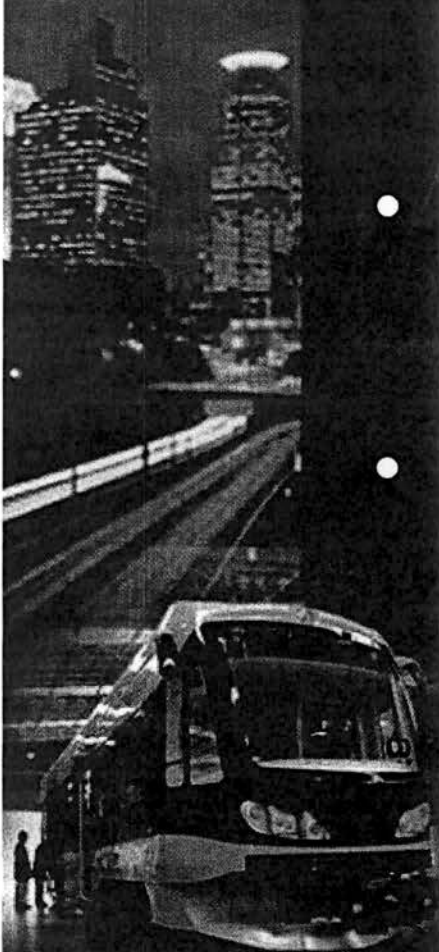
The Ramsey County Regional Railroad Authority

- **Forecast ridership on baseline and each build alternative**
- **Variables that determine mode of travel:**
 - Travel time
 - Travel cost
 - Income
 - Etc.
- **Variables not accounted for:**
 - Quality
 - Reliability

User Benefits: Step 4

The Ramsey County Regional Railroad Authority

- **Forecast total travel time for all travel for each alternative**
- **Compare each build alternative to the baseline**
- **Calculate annual hours of travel time saved**



User Benefits: Step 5

The Ramsey County Regional Railroad Authority

- Calculate cost per hour saved:

$$\frac{\text{Annual Cost of LRT} - \text{Baseline}}{\text{Annual Travel Time Baseline} - \text{LRT}}$$

- Annual Cost includes annual capital cost and annual operating cost

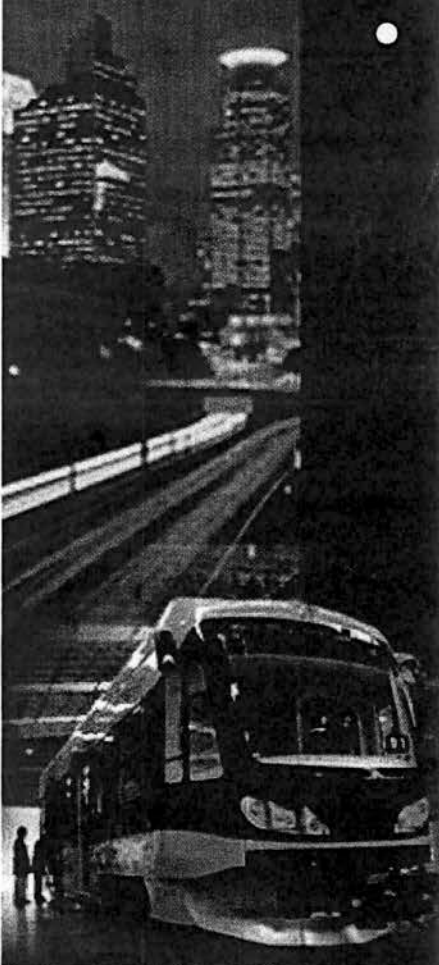
FTA Thresholds

The Ramsey County Regional Railroad Authority

- **\$25.00 top threshold**

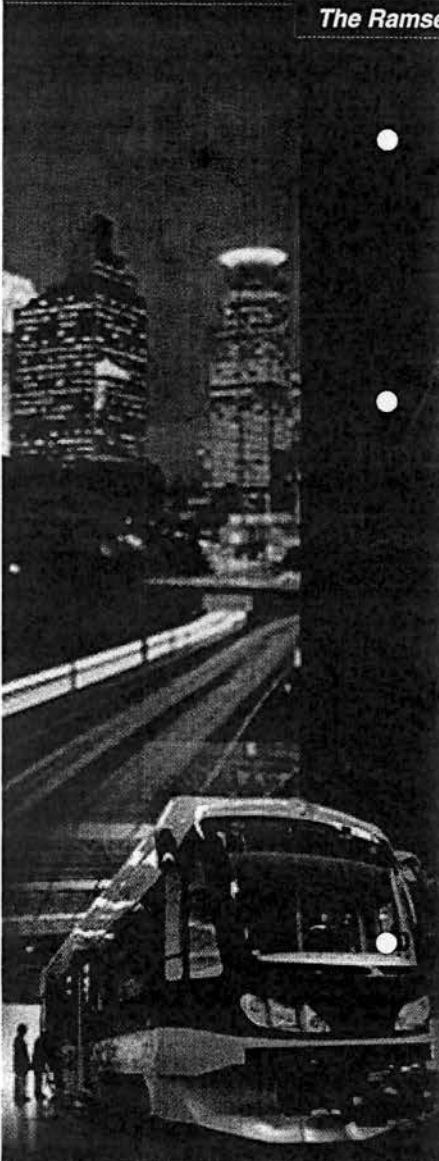
- **Examples:**

– San Diego Mid-Coast LRT	\$12.85
– Hartford Busway	\$20.14
– Salt Lake City CR	\$24.22
– Phoenix LRT	\$24.04
– Charlotte South LRT	\$22.73
– Pittsburgh North Shore	\$21.72



Example: North Star Commuter Rail

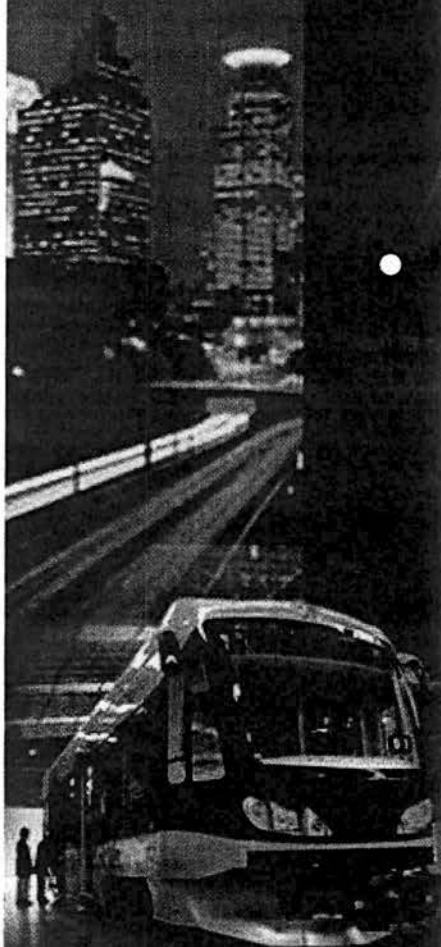
The Ramsey County Regional Railroad Authority

- 
- Initial analysis: \$54.00 for service between Minneapolis and St. Cloud
 - Modifications made:
 - Reduced length of line to Big Lake
 - Eliminated stations
 - Low ridership (North Mpls)
 - Higher travel time (Foley)
 - Bus service reconfiguration
 - \$24.00 after modifications

Screen 2: Criteria

The Ramsey County Regional Railroad Authority

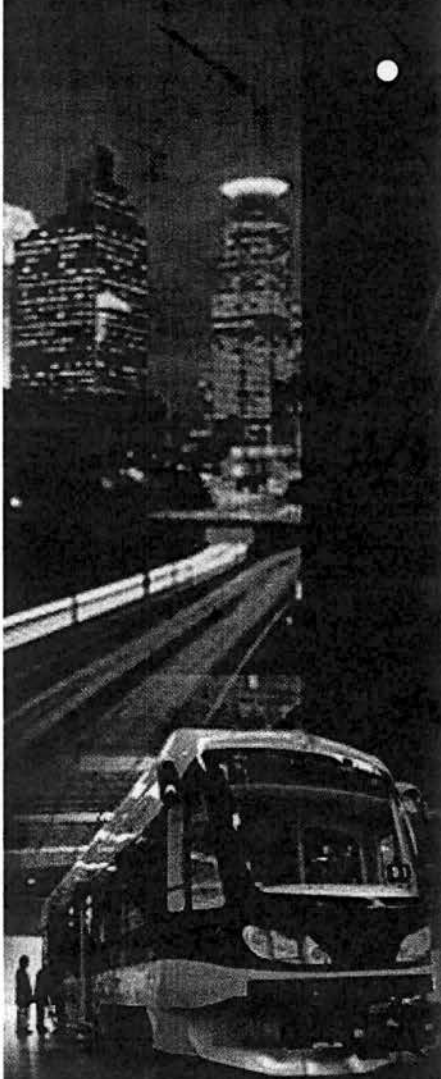
- **Financial rating**
 - Local capital percentage
 - Capital finances
 - Operating finances
- **Project justification rating**
 - Mobility improvements
 - Environmental benefits
 - Operating efficiencies
 - Cost effectiveness
 - Land use



Summary

The Ramsey County Regional Railroad Authority

- **Keys to qualifying for Federal capital funds**
 - **Cost effective project**
 - **Local financial commitments**
 - **Political support**



12:25

Clark Arnason - Presentation

15 buildings, 5 spaces - 2,500 Healthpartners spaces
Every tenant will require parking spaces

Station wasn't built, looking for funding 2005-2010
Original plan, realign mall CMAC 20% - 50%

Footprint is there, challenge while system is operating

Rafael - Land swap

MOA bought MOA Phase 2, Airports Commission runway over top of Phase 2

Swap development rights,

Sports Facilities Commission sold their deed to airports, MOA and airports swapped land.

County issued bonds through HRA for transit oriented development

Ortega - \$ for what

Not planning \$, construction funds for plaza area.

Main criteria similar to liveable communities

RD - federal funds

No, bond issue RRA sells

Victoria - CMAC through TAB

Apple Valley, Burnsville, etc.

Victoria - Highly competitive w/ each other

\$5.5 million per grant cycle - once funded, usually continued to be funded.

Park - Park? Ride spaces

500 spaces - At ^{Metro Transit} 1,000 more spaces

Parker - Complaints f/MOA

Public easement for park? ride - 0 spaces

- no big complaints, hard for MOA to differentiate.

Kethman - Doing anything different f/posting
Mark F. - Has

Tony - How much capacity

Mark - 10% of fans in stands coming URT

Tony - w/Xcel, does it make sense w/URT w/40 games/year

Mark - While trains fill up on weekends, while weekdays

~~Ortega~~ Tony - Any satisfaction surveys in Bloomington

Mark - No,

Rettman -

25 year district

15 building project

Matching tax increments w/assessment

Mark Fabel

Open Space: Land Use

43 acres - designing to build on two unowned properties - prices escalated. City helps

Rettman - Any condemnation

Mark - No, negotiations w/individual sellers

Parking and Circulation

Tony - High values land to station

High quality, pedestrian, dense area f/here to 34th/494

Center of site = car free

Rettman - Site aimed for children

Mark - Because of airport noise, can't count on outside space being comfortable for daycare. Demographics 45+ = beginning of project. Now as project gets closer = younger

~~Mark~~ Mayor

Mark Fabel - Members of groups travelled to other cities and spoke w/ other city managers

Not all developers are happy w/TOD

2200 acres of development

Mayor - Not done w/o controversy, flexibility

Schedule of Events

- 12:00 Arrive at 8100 34th Avenue South (HealthPartners Corporate Headquarters)
- 12 – 1 Lunch and discussion by Speakers Mark Fabel, McGough Development, and Clark Arneson, Bloomington Assistant City Manager
- 1 – 1:45 McGough Site Tour, Joined by Bloomington Mayor Gene Winstead
- 1:48 Catch northbound train at Bloomington Central Station
- 2:04 Arrive at 38th Street Station
- 2:04 – 2:15 Walk by the Hiawatha Square Development
- 2:15 – 2:40 Talk to Noel Casey, Cardinal Bar Owner
- 2:46 Catch southbound train at 38th Street Station
- 3:01 Arrive at Bloomington Central Station, conclusion of tour

More on the Hiawatha Tour

-We will walk from the McGough site to the Bloomington Central station (a short distance) and catch the next train north. Pre-purchased LRT tickets will be distributed to all riders; please carry these with you on the train. We will pass the following stations, but not get off:

- Humphrey Terminal Station
- Lindberg (main) Terminal Station
- Fort Snelling Station
- VA Medical Center Station
- 50th Street/Minnehaha Park Station
- 46th Street Station

After a 16 minute train ride, we will get off at the 38th Street station where we will walk two blocks to see a new fully occupied condo/ground floor retail development at the corner of 38th Street and 28th Avenue South (note: we cannot go into the condo development as the units are all occupied). Next we will walk back to the Cardinal Bar where we will talk to the owner, Noel Casey. We will conclude the tour by getting back on the train at the 38th Street Station and returning to the Bloomington Central Station.



June 7 Bloomington and Hiawatha Tour Attendance

<u>Name</u>	<u>Agency</u>
Kathy DeSpiegelaere	Ramsey County Regional Railroad Authority
Alicia Vap	Ramsey County Regional Railroad Authority
Kris Longhenry	Ramsey County Regional Railroad Authority
Steve Morris	Ramsey County Regional Railroad Authority
Rafael Ortega	Ramsey County Commissioner
Jan Parker	Ramsey County Commissioner
Janice Rettman	Ramsey County Commissioner
Tony Bennett	Ramsey County Commissioner
Toni Carter	Ramsey County Commissioner
Victoria Reinhardt	Ramsey County Commissioner
Jim McDonough	Ramsey County Commissioner
Darren Tobolt	Ramsey County Comm. Reinhardt's Office
Sara Merz	Ramsey County Comm. Parker;s Office
Ken Iosso	Ramsey County Comm. Ortega;s Office
John Stiles	Ramsey County Comm. Carter's Office
Linda Jungwirth	Ramsey County Comm. Rettman's Office
Mark Voerding	Ramsey County Comm. Rettman's Office
David Twa	Ramsey County Manager
Nick Riley	Ramsey County Intergovernmental Affairs
Terry Speiker	Ramsey County Intergovernmental Affairs Director
John Choi	Kennedy and Graven, RCRRA Lobbyist
Nacho Diaz	Metropolitan Council, Director of Planning
Brian Lamb	Metro Transit General Manager
Mark Fuhrmann	Metro Transit Deputy General Manager
Mark Fabel	McGough Development
Clark Arneson	City of Bloomington, Assistant City Manager
Jill Hutmacher	City of Bloomington, Community Development
Gene Winstead	Mayor of Bloomington
Mark Bernhardson	City of Bloomington, City Manager

June 7, 2005
Ramsey County Regional Railroad Authority
Hiawatha Development Information By Station

Downtown East/Metrodome Station

- 467-stall underground parking ramp was built beneath the station block to support an office/commercial tower on the northwest half of the block.
Developer: City of Minneapolis
http://www.ci.minneapolis.mn.us/cped/downtown_lrt.asp
- Metropolitan Lofts, South 2nd Street and Park Avenue (east of Milwaukee Depot), 2-story condos started at \$400,000 (all units sold); 143,000 sq ft of office space. Developer: David Bernard Builders and Developers
<http://www.metropolitanlofts.net/>

Cedar-Riverside Station

- Baja Riverside Bar and Grill, opened February 2004. Owner: Raul Sachta
<http://www.bajariverside.com/>
- Jubba Marketplace for lease by George Sherman
- Currie Park Lofts/Cedar-Riverside Project, near 15th Avenue South and 5th Street, 333 rental units with potential retail. Developer: Fine Associates

Franklin Avenue Station

- Franklin Station Townhomes broke ground December 2003 for 28 townhomes 24th Street and 16th Avenue South, 6 blocks from the station, 10 of the 28 units are in a community land trust (for affordability). Second phase is for 36 condos to be done summer 2006. Developer: Powderhorn Residents Group
<http://www.prginc.org/live.html>
- Many Rivers, 2 4-story mixed-use buildings with a total of 76 rental apartments, on Franklin Avenue East on the 1400 and 1500 blocks.
Developer: American Indian Housing and Community Development Corporation http://www.ci.minneapolis.mn.us/cped/many_rivers.asp

Lake Street/Midtown Station

- Midtown Public Market opened in 2003 on the southwest corner of Lake Street and Hiawatha Avenue. Vendors sell vegetables, fruit, flowers, meat, cheese, and artwork Tuesday afternoons and Saturday mornings.
<http://homepage.mac.com/pandre/mpm.htm>
- Trinity On Lake, 3 blocks east of the station on Lake Street with 24 apartments, 2/3 affordable/special needs and 1/3 market rate.
Developer: Trinity Housing Corporation <http://htlcmpls.org/housing.html>
- Hiawatha Commons Project, east of Hiawatha Avenue and north of East Lake Street in area near big box retail; features underground parking, first floor retail, 64 affordable apartments (40 efficiency, 24 1-bedroom, and 16 2-bedroom units). Developer: Alliance Housing

- Cedar-Lake Development, proposed to include 90-100 affordable housing in 2 4-5 story buildings with 41,000 sq ft of street-level retail and underground parking. Developer: Steve Minn

38th Street Station

- Hiawatha Square, 16 condos (all sold) and street-level retail 2 blocks west of the station, opened spring 2004. Developers: Master Development Group <http://www.hiawathasquare.com/index.cfm>
- Hiawatha Court, 45 senior condos 4 blocks north of the station, opening 2005. Developer: TimberCraft Enterprises <http://www.hiawathacourt.com/>
- Proposal for affordable, supportive family housing on excess right-of-way north of 42nd Street between the sound wall and 32nd Avenue. Developer: Simpson Housing
- Hiawatha Commons-TimberCraft, on 5 sites (at 41st Street, 40th Street, 39th Street, 36th Street, and 35th Street), 35 single family townhomes built in 2000.

46th Street Station

- 42nd Street Lofts, phase 1 opened at 42nd Street and Dight Avenue with 7 live/work lofts starting at \$249,000. Phase 2 will include 8 additional units. Developer: Danbar Homes, Ltd.
- Oaks Hiawatha Apartments, northwest corner of 46th Street and Snelling Avenue, 61 apartments with ground floor retail, opening July 2005. Developer: Oak Properties
- Hiawatha Flats, 2 new market-rate rental buildings with underground parking, between 43rd Avenue and 44th Street on the west side of Snelling Avenue.
- Minnehaha Coffee, open at 43rd Avenue and 43rd Street, reuse of former bait shop. Owner: Jeff Hovelsrud

50th Street/Minnehaha Park Station

- Minnehaha Place Condos, 53rd Street and Minnehaha Avenue, 90 condos in a 5-story brick building with underground parking, opening August 2005, reuse of former gas station. Developer: CSS Builders, Lunsen Realty, Coldwell Banker, DBA Architects <http://www.minnehahaplace.com/index.html>

VA Medical Center Station

- Veterans Housing Project planned across the street from the station, 169 efficiency units (18 rehab, 15 new), rents at \$300-\$400/month for residents with annual incomes under \$18,000. Developer: Community Housing Development Corporation

Bloomington Central Station

- Reflections at Bloomington Central, the McGough development, 250 condo units in 2 high rise towers

Additional Resources (provided in part by the Metropolitan Council staff)

- Case study of Arlington County's Rosslyn-Ballston Corridor contained within "The New Transit Town: Best Practices in Transit-Oriented Development", Island Press, 2004. This chapter offers a perspective on development, property values, market attractiveness, vacancy rates, traffic, parking, etc., in several communities. There is also a chapter on traffic, parking and TOD's, and references to retail in each of the mixed use development case studies.
- TCRP Report #102, "Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects", 2004, sponsored by TRB and FTA.
- A web site for mixed use development in Portland is at www.orencostation.com and is an example where mixes of small, large, local, and national businesses can coexist.
- An example where public policy guided commercial development is within the Pearl District in Portland where zoning required retail/commercial spaces to be small by limiting the size of the commercial spaces (national chains typically require larger footprints), prohibiting drive-throughs, and targeting other larger format retail to cluster together in other particular locations in the city, helping all business areas to be more successful.
- Visit Minneapolis' Planning Department web site to learn more about the station area planning for Hiawatha LRT stations. <http://www.ci.minneapolis.mn.us/citywork/light-rail/planning/index.html> and to learn more about the Hiawatha LRT Neighborhood Station Area Rezoning Study. <http://www.ci.minneapolis.mn.us/lrtrezoning/>



Ramsey County

Redefining Redevelopment

Clark Arneson,
Assistant City Manager



Unique Site Characteristics

- Minnesota Valley National Wildlife Refuge
- Minneapolis / St. Paul International Airport
- Mall of America
- Interstate 494 and Cedar Avenue
- Bisected by the Regions First Light Rail Transit Line
- Proximity to Minneapolis and St. Paul CBD



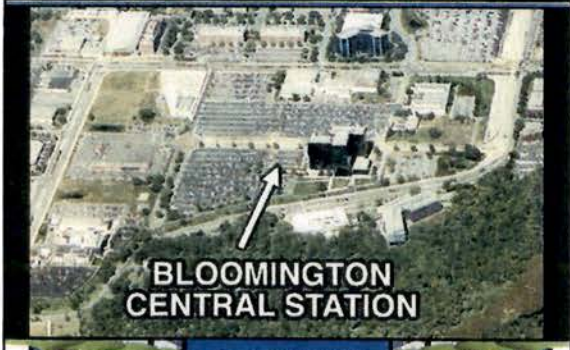

Airport South: A Changing District




BCS's Relationship to Airport South

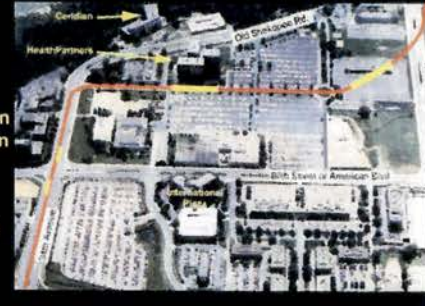



Bloomington Central Station




LRT Line and Three Stations

- American Blvd. Station
- Bloomington Central Station
- 28th Avenue Station




New 17/35 Runway Impact on Site

- Housing Allowed East of 70 Dnl
- Height Restrictions (170 Foot Max)
- No Storm Ponds in Safety Zone



The map shows the proposed runway (17/35) and its impact on the surrounding area. Key features include:

- Runway 17/35:** A yellow line indicating the runway's path.
- Noise Zones:** Three distinct areas labeled "Noise Zone 1", "Noise Zone 3", and "Noise Zone 4" in red text.
- Safety Zones:** Red dashed lines delineate safety zones, with a note "No Storm Ponds in Safety Zone".
- Infrastructure:** Various buildings, roads, and existing infrastructure are shown in a grayscale aerial view.
- Annotations:** Several text boxes provide additional information:
 - Top right: "New 17/35 Runway" and "New 17/35 Runway Impact on Site".
 - Center: "New 17/35 Runway Impact on Site" and "New 17/35 Runway Impact on Site".
 - Bottom left: "New 17/35 Runway Impact on Site" and "New 17/35 Runway Impact on Site".

-

- **Airport South: Public Process**
- Alternative Urban Areawide Review(AUAR) Complete
- Airport Runway Construction Nearly Complete
- Airport Zoning in Place
- Met Center Land Swap Complete

-
- BLOOMINGTON
CENTRAL STATION

Bloomington Central Station

- Metropolitan Council Livable Communities \$500,000 Grant
- Hennepin County HRA - \$600,000 Grant
- Federal Park –n-Ride Grant (CMAQ)
- Tax Increment Plan
- Development Agreement



- 

Unique Site Challenges

- Mixed Use Transit Oriented Development
 - Brand New
- New Comp Plan Designation
- New Zoning Districts
 - Setbacks
 - FAR
- New Airport Zoning



- 
- BLOOMINGTON
CENTRAL STATION

North South Runway (17/35)

Legend:

- LRT Tracks
- LRT Station
- L1 L2 L3 L4 L5 L6 L7 L8 L9 L10 L11 L12 L13 L14 L15 L16 L17 L18 L19 L20 L21 L22 L23 L24 L25 L26 L27 L28 L29 L30 L31 L32 L33 L34 L35 L36 L37 L38 L39 L40 L41 L42 L43 L44 L45 L46 L47 L48 L49 L50 L51 L52 L53 L54 L55 L56 L57 L58 L59 L60 L61 L62 L63 L64 L65 L66 L67 L68 L69 L70 L71 L72 L73 L74 L75 L76 L77 L78 L79 L80 L81 L82 L83 L84 L85 L86 L87 L88 L89 L90 L91 L92 L93 L94 L95 L96 L97 L98 L99 L100

Request South Plover Map: This new map shows the proposed LRT station and the proposed LRT tracks. The map is designed to show the proposed LRT station and the proposed LRT tracks. The map is designed to show the proposed LRT station and the proposed LRT tracks. The map is designed to show the proposed LRT station and the proposed LRT tracks.

Report South Africa Use - This new designation category is designed to encourage high intensity development near IAT missions. The designation is described in a separate document that summarizes the proposed tax incentives.

Unique Challenges

- Huge Upfront Infrastructure Costs
 - Structured Parking
 - Plaza
- Public Investment 20-25%
- LRT/Traffic Conflicts
 - Traffic Software Model
 - Traffic Signal Software - \$110,000



Bloomington Central Station Goals

- Minimize risk to public
- Provide assistance to extent necessary
- Developer performs & debt repayment assured
- Utilize debt instruments to minimize costs
 - Align with revenues
- Develop financing model for future projects
 - Within renewal capacity
- Create Transit Oriented Mixed Use Development
 - Not directly to Hotel & Office



Public Finance Goals

- Same Model as MOA
 - Formula
 - Commitments
 - Evidence of Financing
 - Minimize Risk
- Goal of 10% public/private



Airport South Financial Model

- Est. Beginning Cash Position 12/31/03
- TIF Estimates – MOA/BCS
- Revenues/Expenditures by Development Project
- Ending Cash
- Airport South CIP 2003-2018
- Cash Flow Obligations (Current Fund)
- Estimate Fund Balance 2018



Public Finance Goals

- General Obligation Special Assessment Bonds
- TIF Redevelopment District
- Affordable for Purchase Program
 - 20% at 80% Goal
- Hennepin County HRA Grant
- Met Council Livable Communities



Others Reviewed

- Tax Abatement
- Transit Oriented Development
 - Special Service District
- Fed Parking Structure Grant for Park-n-Ride
- Other City/Port Resources
 - Liquor & Lodging Tax
- Federal Interstate Funds – 34th Avenue
- Pay-as-Go Private TIF Note
- Developer Note/Revenue Bond



Transit Oriented Development Defined

- Essentials
 - Density
 - Directness
 - Design
- Create a Sense of Place
- Form a Strong Public/Private Partnership
- Create Walkability
- Leverage Existing Investment
- Promote a Mix of Uses
- Incorporate Strong Consistent Design throughout the project



- Essentials
 - Density
 - Directness
 - Design
- Create a Sense of Place
- Form a Strong Public/Private Partnership
- Create Walkability
- Leverage Existing Investment
- Promote a Mix of Uses
- Incorporate Strong Consistent Design throughout the project



REVENUES	Phase I	Phase II	Phase III	Phase IV	Phase V	Total
Land Sale Proceeds	2,258,755	4,000,000	13,547,480	10,496,730	8,755,800	47,058,765
Roads	1,109,000	1,000,000				2,109,000
Assessment TF Revenue Temporary Tax Increment	9,172,617	1,784,532	22,454,817	19,528,780	11,427,261	61,378,177
Total	13,486,357	6,774,532	36,402,297	27,025,490	27,569,791	110,842,507
EXPENDITURES						
Soft Costs	3,803,750	2,073,730	1,750,750	1,524,630	1,290,431	10,237,511
Assessable Costs	2,846,000	5,576,300	14,825,214	17,420,774	33,719,830	74,222,418
Non-Assessable	6,980,000		11,452,033	4,140,000	3,490,000	24,462,083
Total	12,549,750	7,550,030	26,616,079	27,085,404	38,410,261	108,412,122
Annual Cash Surplus	1,240,447	(589,502)	8,286,219	4,140,087	(2,110,749)	2,036,484
Cumulative Cash Surplus	1,240,447	568,920	6,043,138	13,583,225	11,072,476	29,098,146

The image shows two pages from a lined notebook. The pages are white with faint horizontal ruling lines. There are some very light, illegible markings and smudges on the pages, but no clear text or drawings are visible. The notebook is bound in the center, and the pages are slightly aged or off-white.The image displays three blank, aged, cream-colored pages from a book, arranged in a slightly overlapping manner against a dark background. The pages show signs of wear, including faint smudges and discoloration, particularly along the edges. The top-left page is partially obscured by the middle page, which is in turn partially obscured by the bottom-right page. The pages are oriented vertically, with the top-left page being the most prominent. The overall appearance is that of a well-preserved but aged historical document or album.[illegible][illegible]

Assessments Report

City of Minneapolis, Minnesota Tax Increment Financing (Redevelopment) District No. 1-1 Bloomington Central Station Project

Final TIF Projections - 2 Phase: Total \$500 million + 4% net addition to tax component beg. 2010

Assessment	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
City of Minneapolis	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
State of Minnesota	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
County of Hennepin	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Met Council	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Federal	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Land Sales	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Levied Assessments	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

Information for each quarter is given in dollars and cents.

Information for each quarter is given in dollars and cents.

Estimated Impact on Other Taxing Jurisdictions Report

City of Minneapolis, Minnesota
Tax Increment Financing (Redevelopment) District No. 1-1
Bloomington Central Station Project

Final TIF Projections - 2 Phase: Total \$500 million + 4% net addition to tax component beg. 2010

	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		
	Property Tax District	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010				
City of Minneapolis	100%	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
State of Minnesota	100%	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
County of Hennepin	100%	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Met Council	100%	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	
Federal	100%	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	
Land Sales	100%	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	
Levied Assessments	100%	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	

*** Assumption 1:** If the projected impact (calculated with the 2009 tax rate) of the TIF District is not projected to be realized in each of the following jurisdictions, then the impact will be a lower than that shown. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized in each of the following jurisdictions. The impact will be a lower than that shown if the impact is not realized

Public Finance Process

Step 1	Step 2	Step 3	Step 4
Developer Commission - Financing - Site Type - Start Date	Tax Developer Investment by Phase Certified	Port Authority Approves Eligible Public Investment & Improvements	P.O. Special Assessment Board Issues (MN Stat. 422 & 426)

Financial Resources:

- TIF Notes Issued by Phase, principal paid twice a year
- Developer Resources
- Grants – Hennepin County, Met Council, Federal
- Land Sales
- Levied Assessments to Owners/Tenants

Recent Developments Along Hiawatha Light Rail Line

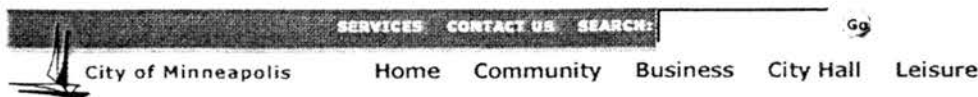
BUILT PROJECTS																	
Map Number	Project Name	Street Address	Developer	Total Units	Units Vacant	Market/ Affordable	# Bedrooms	Sq. Ft.	Rent	Sale Price	Price/ Sq Ft	Retail Sf	Retail	Amenities	Parking	Description	Year Built
	Near 38th Street Station																
B1	Hiawatha Square	3801 28th Ave S	Master Development Group	16	1	market	1	751-986 sf		\$149,000	\$175	1100 sf	\$170 sf	None	1 space per unit	condos	Built: July 2004, open date: 1st wk July last sale: last wk in Dec
							2	917-1079 sf		\$210,000	\$212						
B2	Hiawatha Commons-Timbercraft	5 sites, 41st St@LR; 40th St@LR; 39th St@LR; 38th St@LR; 35th St@LR	TimberCraft Enterprises	35	0	market	3	2000		\$180,000-\$200,000	\$95			None	2 car garage	single family town homes	2000
	Near Lake Street/Midtown Station																
B3	Trinity Gateway Apartments	2805 E. Lake St	CHDC and Holy Trinity Lutheran Church	24 units, 16 subsidized		market/ affordable	1									apartments	
							2										
	Near Franklin Ave Station																
B4	Many Rivers East (See Also C4: Many Rivers West)	Franklin Ave East 1400 and 1500 blocks	American Indian Housing and Community Development Corporation	East: 50 West: 28	"a few"	affordable	1	600sf				East: 9000sf, West: 5500sf		laundry, playground, balconies	underground	apartments	Many Rivers East Complete: 8/1/2003
							2	800sf									
							3	1080sf									

Recent Developments Along Hiawatha Light Rail Line

UNDER CONSTRUCTION																	
Map Number	Project Name	Street Address	Developer	Total units	Units Vacant	Market/ Affordable	# Bedrooms	Square Footage	Rent	Sale Price	Price/ Sq Ft	Retail Sf	Retail	Amenities	Parking	Description	Completion Date
	Near 38th Street Station																
C1	Hiawatha Court	2530 E. 34th St	TimberCraft Enterprises	45	18	market	1	1080		\$160,000	\$148.15	NA	NA	club room, exercise room, guest suite	heated underground 1 space per unit	condos	Exp. Compl: Spring 2005; Open Date: March 1, 2005
							2	1290		\$180,000	\$139.53						
	Near 50th Street/ Minnehaha Park Station & VA Medical Center																
C2	Minnehaha Place Condominiums	E 53rd St and Minnehaha	CSS Builders, Lunsen Realty, Coldwell Banker, DBA Architects	90	25	market	Studio	768		\$131,900	\$172	NA	NA	community room, exercise room	indoor, 1 space per unit	condos	Exp Compl: Aug 2005; First sold June 2004
							1	800		\$149,900-\$186,900	\$211						
							2	1073-1156		\$199,900-\$210,900	\$184						
							3	1536		\$224,900	\$146						
	Near Franklin Ave Station																
C3	Village in Phillips	16th Ave s/E. 24th St	Powderhorn Residents Group	120 total, Phase 1: 28 town homes and CLTs. Phase 2: 36 condos Phase 3,4: Unknown	Phase 1: sold out Phase 2: not yet open	mixed: affordable + market rate	Phase 1: 2	1178		\$152,500-\$174,500	\$129	phase 1: 22 units with garage+ 1space, 6 units w/ 1space	phase 2: 2700sf retail (potential coffee shop and restaurant)	playground, green space	Phase 1: 22 units have 1-car garage+1 space, 6 units have 1 space	town homes, community land trusts, condos, apartments	Phase 1: end Feb 2005, Phase 2: spring/summer 2006
							Phase 1: 3	1448-1536		\$148							
							Phase 2: 1Bd, 2Bd, 3Bd	725-1300		\$135,00-\$185,00	\$114						
C4	Many Rivers West (See Also B4: Many Rivers East)	Franklin Ave East 1400 and 1500 blocks	American Indian Housing and Community Development Corporation	East: 50 West: 28	"a few"	affordable	1	600sf				East: 9000sf, West: 5500sf	laundry, playground, balconies	underground	apartments	West: Exp Compl: Jan 2006	
							2	800sf									
							3	1080sf									
	46th Street Station																
C5	Oaks Hiawatha Apartments	4540 Snelling Ave. north side of 46th Street at Snelling Ave	Oak Properties	61	61	rental/ market	studio	467-481	\$607-\$625		\$1.29	2095 sf	Potential dry cleaners or hair salon.	None	1 space underground	apartments	Exp/ Compl: July 2005
							1	632-973	\$822-\$1,168		\$1.20-\$1.30	1250 sf	potential delicatessen				
							2	1122-1206	\$1,234-\$1,327		\$1.09-\$1.10						
C6	42nd Street lofts	42nd Street and Dwight Ave	Dunbar Homes	15	Phase 1: 7 units sold out, Phase 2: not yet open	market	1	1500 average		Phase 1: starting at \$259,900	appr. \$173	NA	NA	None	1 space enclosed with unit, room for storage	live/work lofts	Phase 1: March 2005; Phase 2: unknown
							2			Phase 2: over \$300,000	appr. \$200						
							3?										

Recent Developments Along Hiawatha Light Rail Line

PLANNED AND PROPOSED									
Map Number	Project Name	Street Address	Developer	Total Units	# Bedrooms	Pricing	Retail Sf	Amenities	Parking
Lake Street/Midtown Station									
P1	Hiawatha Commons-Minnehaa Mall	41st St and Highway 100	Alliance Housing	80 units, 40 efficiencies: 16 at 30% AMI, 24 at 60% AMI; 24 1Bd; 15 at 60% AMI, 9 Market Rate at \$750/month; 16 2Bd; 9 at 60% AMI, 7 Market Rate at \$900/month			77,000 sf ground floor		underground
P2	Greenway Terrace	2850 Cedar Ave. S.	Heggen & Associates	26					
P3	Cedar 28	2750 Cedar Ave S		15					
P4	Hiawatha Business Park	2016 26th St. E	Ryan Development Corp.				62000		226 surface parking stalls
VA Medical Center Station									
P5	Veterans Housing Project		CHDC	169 efficiency units (18 rehab and 151 new construction)					
Cedar Riverside Station									
P6	Currie Park Lofts/Cedar-Riverside Project	15th Ave and 5th St	Fine Associates	333	studio, 1Bd, 2Bd, 3Bd	\$700-\$1200 month	15,000sf (Potential restaurant)	green roof, laundry, balconies, gym, business center	structured
46th Street Station									
P7	Hiawatha Flats	3612 E. 44th St		253					

[Planning Home](#)**Project Background**

- [Introduction & Overview](#)

[Phasing & Timeline](#)[Communication with
Property Owners](#)[Open Houses & Public
Hearings](#)[Communicating with the
General Public](#)[City Approval Process](#)**Zoning Info. Tools**[Transit Oriented
Development and Zoning](#)[Further Minneapolis
Zoning Code information](#)**Proposed Pedestrian
Oriented Overlay Districts
for Transit Station Areas**[Overview](#)[Text of existing PO
Overlay District \(pdf\)](#)[Draft supplemental
regulations \(pdf\)](#)[Draft PO District maps](#)

Hiawatha LRT Neighborhood Station Area Rezoning Study

October 14, 2004

Introduction and Overview

Realizing the long-range vision for the Hiawatha Corridor involves significant challenges and opportunities. Ensuring that City regulations reflect this vision is an important task. The Zoning Code (Title 20 of the Minneapolis Code of Ordinances) is the principal means by which the City regulates future development and land use. This tool will complement activities such as redevelopment, private investment, and changes to public and private infrastructure.

State statute requires municipalities to develop consistency between zoning and its comprehensive plan. The City has amended its comprehensive plan, the [Minneapolis Plan](#), to designate the areas around each of the six neighborhood stations as Transit Station Areas. Further, extensive public involvement has resulted in detailed plans for four neighborhood station areas. On April 2nd, 2004, the City Council adopted a formal resolution directing the Planning Division to undertake a rezoning study.

Zoning amendments in the Hiawatha Corridor outside of downtown will occur in two phases. The first phase will establish an "overlay" zoning district within the neighborhood LRT station areas. This will create additional regulations and/or incentives for development in these areas (e.g., such as the prohibition of expanding or establishing new automobile service uses). The second phase will result in recommendations for changes to "primary" zoning districts. Any changes to downtown zoning will occur separately from this process.

The City will be strategic about changing zoning, balancing the goals of consistency with plans, limiting the creation of non-conforming uses, and preventing the expansion of uses that hinder implementation of plans. Recommended land uses, urban design objectives and densities in adopted station area plans will provide the primary guidance. This strategy can be summarized as

follows:

- The City may propose **immediate** zoning changes when redevelopment is anticipated in the near future as a result of private and/or public activities.
- The City may propose changes that grant **greater development rights** where higher density or other types of uses may be desired.
- The City may identify zoning changes for **future implementation**, if changes in land use are neither critical to meet the general goals of the plan or are not expected for some time.
- The City may propose changes to zoning to prevent the expansion or intensification of uses that are **not consistent** with long-range plans. ("Non-conforming" uses could continue to operate and maintain their facilities.)

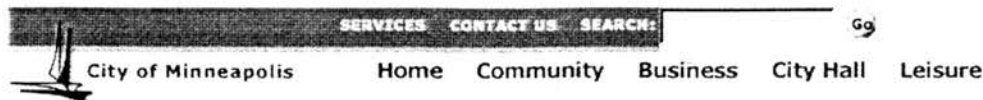
The City will work with neighborhood and business groups, as well as specific property owners, before zoning changes are adopted. Comments, suggestions and concerns will be shared with the Planning Commission and City Council.

[Services](#) | [Contact Us](#) | [Search](#) • [City Home](#) | [Community](#) | [Business](#) | [City Hall](#) | [Leisure](#)

© 1997-2005 Official Web Site of the City of Minneapolis, Minnesota

[Disclaimers and Notices](#) | [Privacy Statement](#)

Maintained by Minneapolis Business Information Services
Comments or suggestions? Use the [feedback form](#)

[Planning Department Home](#)[Light Rail Home](#)

City of Minneapolis LRT Station Area Master Planning

[What is planning and why does Minneapolis do it?](#)

[City goals for the Hiawatha Light Rail Corridor](#)

[What are station area master plans?](#)

[Purpose of station area master plans](#)

[Who creates these plans?](#)

[Common features of station area master plans](#)

[Where is station area master planning being done?](#)

[For further information](#)

What is planning and why do we do it?

Planning establishes goals and values that the community wishes to achieve. It involves participants at all stages of the process. Participants learn about existing and likely future conditions in their community, including economic and demographic trends. Second, they help create and respond to concepts or proposals for the future. Finally, they help revise and create a shared vision of the future.

Planning usually takes the form of a strategic land use and public infrastructure plan. The involvement of a wide range of stakeholders in a planning process, from public agencies to residents to business owners, improves the viability of a plan because it is a shared document.

The plan acts like a "road map" to the future.

City goals for the Hiawatha Light Rail Corridor

The City of Minneapolis has adopted the following goals for the Hiawatha LRT Corridor.

- a) Preserve the livability of all adjacent neighborhoods through careful planning for land use and station area development that includes active participation of neighborhood residents and businesses;
- b) Strengthen neighborhoods by reinvestment in housing, multi-use facilities and renovation projects;
- c) Attract new employment opportunities throughout the Corridor and provide excellent transportation connections for citizens to existing and new businesses;
- d) Improve alternative transportation options within the City with changes to the existing bus service and the addition of light rail transit service; and
- e) Promote the continued growth, accessibility and economic vitality of Downtown Minneapolis through light rail transit service in the Hiawatha Corridor.

What are station area master plans?

- Guiding documents, based on principles and concepts (including

- those of the Minneapolis Plan), not a precise development plan
 - City policy, informing public investments and private development activities over time (typically 20 years)
 - Guide for changes to zoning (land use regulation)
 - Source of information for private investors and others interested in the community
 - A marketing tool for neighborhoods
-

Purpose of station area master plans

- Help make the LRT station a positive part of the neighborhood
 - Guide investments (both public and private) near LRT stations
 - Encourage and reward LRT ridership (by encouraging new housing, workplaces and services near station)
 - Minimize negative impacts that would occur without common vision for the area (such as development that is too intense, uncoordinated or unattractive)
-

Who creates these plans?

- Neighbors and local business owners
 - Community representatives
 - Staff from various agencies
 - Consultants, who often represent specialties in urban design, transportation, and real estate market analysis
 - The City Planning Commission and the City Council, who make these plans "official"
-

Common features of station area master plans

- Identification of areas for redevelopment over time (20 years), including underutilized industrial buildings and low density automobile-oriented businesses
 - Identification of areas to preserve and protect
 - Mixed land uses, including apartments and condos above shops and offices
 - Friendly environments for pedestrians, including boulevard trees, wide sidewalks, and storefront businesses
 - Design guidelines to encourage attractive buildings and public spaces
 - Identification of potential areas for shared parking, tucked behind or to the side of new and/or existing buildings
 - Densities that generally range from two to five stories (outside of downtown), depending on neighborhood location
-

Where is station area master planning being done?

Planing is or will be done for areas around each of the ten stations in Minneapolis. The following is the status of planning at each station.

Station Name	Planning Status	Links to information on neighborhood and business associations
• Entertainment District • Nicollet Mall • Government Station • Downtown East	The Downtown/East North Loop Master Plan was released on June 11, 2003 for a 45-day public review and comment period.	• Downtown Minneapolis Neighborhood Association • Downtown Council • Warehouse District Business Association • Elliot Park Neighborhood, Inc. • East Downtown Council • North Loop Neighborhood Assoc.
Cedar-Riverside /Franklin Avenue	The Franklin-Cedar/Riverside Transit Oriented Development Master Plan was adopted by the City Council on December 28th, 2001.	• Cedar Riverside Project Area Committee • Seward Neighborhood Group • Seward Redesign • Franklin Avenue Business Association • Ventura Village (Phillips Community) • East Phillips Improvement Coalition (Phillips Community)
Lake Street	The Hiawatha/Lake Station Area Master Plan was adopted by the City Council on May 18th, 2001.	• East Phillips Improvement Coalition (Phillips Community) • Seward Neighborhood Group • Seward Redesign • Longfellow Community Council • Longfellow Business Association • Corcoran Neighborhood Organization
38th Street	The planning process is currently underway, and is anticipated to be completed in early 2004.	• Standish-Ericsson Neighborhood Association • Longfellow Community Council
46th Street	The 46th & Hiawatha Station Area Master Plan was adopted by the City Council on December 28th, 2001.	• Longfellow Community Council • Standish-Ericsson Neighborhood Association • Nokomis East

		<u>Neighborhood Association</u>
50th Street/ Minnehaha Park	No funds have yet been identified for planning activities in this station area.	• <u>Nokomis East Neighborhood Association</u>

For further information**Downtown Station Area Planning**

Jack Byers, City Planner
Minneapolis City Planning
Department
612-673-2634

jack.byers@ci.minneapolis.mn.us

www.ci.minneapolis.mn.us/planning

Neighborhood Station Area Planning

Mike Larson, City Planner
Minneapolis City Planning
Department

612-673-2423

michael.larson@ci.minneapolis.mn.us

www.ci.minneapolis.mn.us/planning

Hiawatha LRT Corridor Development Coordination

Mark Garner, Planner
Minneapolis Community
Development Agency
612-673-5037

mark.garner@mcda.org

www.mcda.org

[Return to Top](#)

[Services](#) | [Contact Us](#) | [Search](#) • [City Home](#) | [Community](#) | [Business](#) | [City Hall](#) | [Leisure](#)

© 1997-2002 Official Web Site of the City of Minneapolis, Minnesota

[Disclaimers and Notices](#) | [Privacy Statement](#)

Maintained by Minneapolis Information and Technology Services

Comments or suggestions? Use the [feedback form](#)



[Home](#) [Contact Us](#) [Search](#)

[ROUTES](#)

[TRIP PLANNER](#)

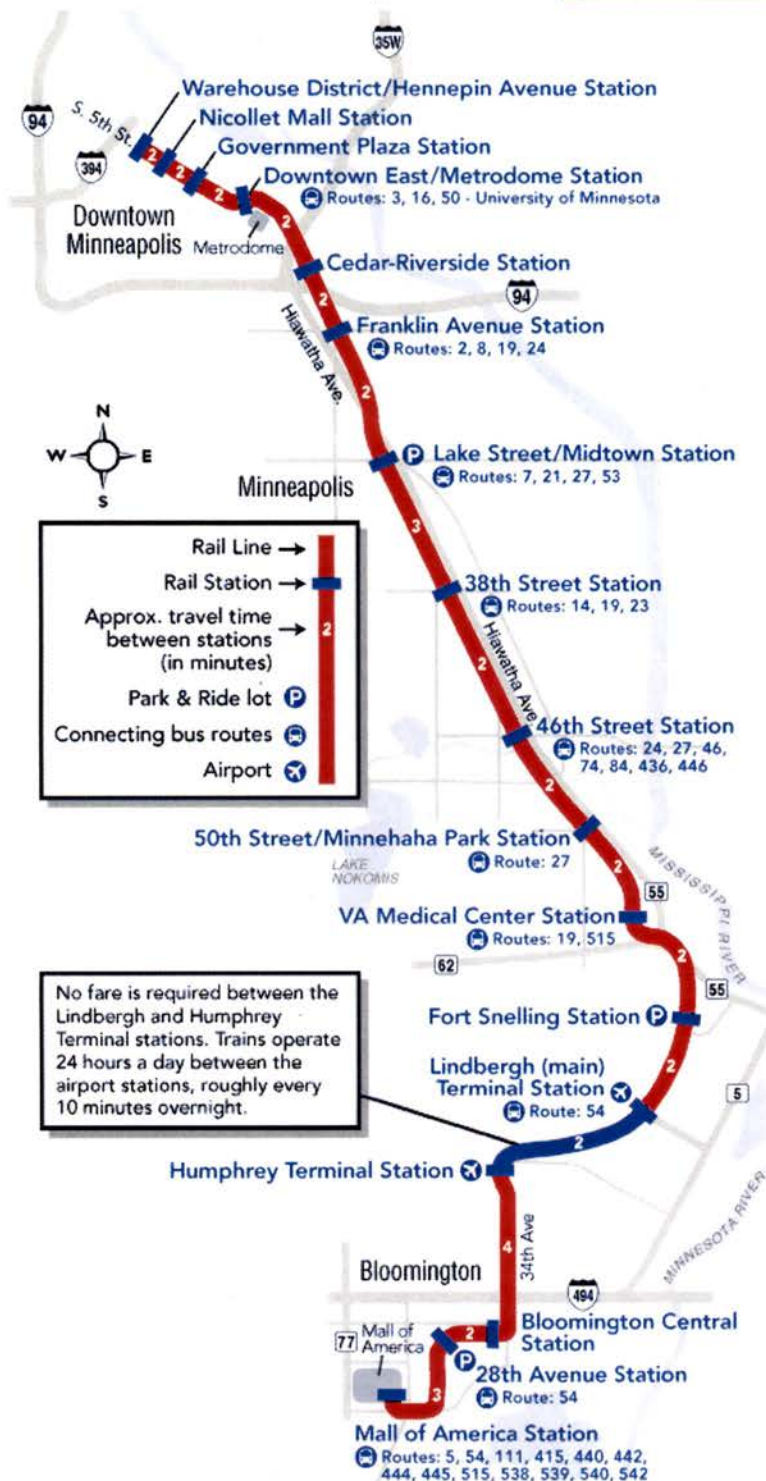
[FARES](#)

[WHAT'S NEW](#)

Mon, June. 6

Hiawatha Line (Route 55)

Click station name on map for details ([go to text version](#))



[Home](#) [Contact Us](#) [Search](#)[ROUTES](#)[TRIP PLANNER](#)[FARES](#)[WHAT'S NEW](#)

Fri, June. 3

Park for free then ride the smart way.

Share the ride whether it's on a bus, train or carpool at a Park & Ride lot. There are hundreds of free parking lots all over the metro area.

Browse the list to see lots located in your city. You'll also see the transit routes you can take from each lot.



NOTE: Overnight parking is not permitted at Metro Transit Park & Ride lots.

Riding the train?

There are nearly 1,800 free parking spaces near the Hiawatha Line:

Lake Street/Midtown Station (240 spaces)

There are 170 spaces at a lot on the southeast corner of Lake Street and Hiawatha. The entrance is located on northbound Hiawatha Avenue between 32nd Street and the Lake Street exit. [View map](#)

There are 70 spaces at Anishinabe School, located southwest of the rail station. Enter the lot at 23rd Avenue South and East 31st Street. [View map](#)

Fort Snelling Station (950 spaces)

To reach the lot, exit Highway 55 at Bloomington Road and follow signs to the parking areas (south side and west side of Whipple Building). [View map](#)

28th Avenue Station (600 spaces)

The parking lot is located three blocks east of Mall of America on 24th Avenue South at 82nd Street. There are no Park & Ride spaces at Mall of America. [View map](#)

For information about carpooling from Park & Ride lots, contact [Metro Commuter Services](#) or call 651-602-1602.

For transit route and schedule information, [click here](#) or call 612-373-3333.

For details about Park & Ride lots outside the Twin Cities area, call:

Rochester DOT: **507-285-7350**

St. Cloud MTC: **320-251-RIDE**

Wisconsin DOT: **715-855-7661** (Dunn, Eau Claire, Pierce and St.



Transportation

Safety and Livability near Light Rail Transit

Top Ten Questions and Answers

Do property values usually go up or down near LRT?

Based on experience in other U.S. cities, the construction of LRT stations increases demand for property. A location adjacent to or physically connected to a LRT station can be very appealing to potential homeowners and renters, as well as certain types of commercial development because of the attractiveness of a permanent, fixed station site for enhanced regional access. Property values change over time, as the system is built, and depend on other factors as well.

In other cities, adjacent residential and commercial property values within 1/2 mile of LRT stations are higher than comparable properties without LRT. Lease rates at commercial developments and rental residential property also tend to be higher. The largest positive property value and lease impacts are most likely to occur where the stations are physically closer to existing development and to available developable land. During construction, certain residential and commercial properties immediate to the alignment may be impacted by short-term noise, vibration, dust, reduced access and loss of parking.

When will construction begin and end?

The 11.4 mile line will be constructed segment by segment, beginning fall 2000 and ending fall 2004. Revenue service from the Nicollet Mall to Fort Snelling will begin December 2004. Affected residents and businesses will receive "coping" information to minimize the impacts of construction. Written notification will be given 30 days prior to heavy construction. Property owners will also receive 72-hour notice prior to road and driveway closings.

What kind of development will occur near stations?

A market study of corridor-wide transit-oriented development to year 2020 identified potential for 7,150 new housing units, more than 19 million square feet of new commercial development and more than 67,000 new jobs. Opportunities are especially significant around five stations including the Downtown East Station near the Metrodome, Lake St., 46th St., Bloomington South and the Mall of America stations.

Most neighborhoods bordering the LRT line will experience minimal change in the form of greater stability and housing reinvestment. The most dramatic development changes will occur near existing commercial areas. The City of Minneapolis and Hennepin County have already involved community stakeholders in planning for land uses within 1/2 mile of the LRT stations. Station area master planning is completed at Lake St. and just beginning at Downtown stations, Franklin Ave., Cedar Riverside and 46th St.

The types of businesses that are attracted directly adjacent to LRT stations include convenience goods and service establishments focused on impulse buying such as food and beverage, retail, pharmacies, liquor stores, dry cleaners and coffee shops. Offices and office related uses and support retail businesses are often attracted to stations.

Hotels, restaurants and cultural activities are often attracted to station areas near downtowns, universities and hospitals. It is expected that different types of compact housing will be developed, including affordably priced units. Mixed-use development will also be encouraged.

Development at stations depends on a number of factors including community attitudes about new development, regional economic development trends, the environment near a particular station, available sites/buildings, lending institutions, and investor and public sector support.

Will houses be torn down for high-density development?

The City of Minneapolis has no intention to buy out single-family homes to clear space for development near LRT stations. Station area master plans, developed with community and city goals, will determine development around LRT stations. The focus of redevelopment efforts is to make use of underutilized land while preserving strong neighborhoods. Specific details about specific areas will be addressed in station area master plans.

Will LRT riders park in neighborhoods?

Park & ride lots will not be located near stations in Minneapolis because the City of Minneapolis will be putting available space to better use for transit-oriented development. However, there are several ways that parking will be discouraged in residential areas. They include providing better connecting bus service, accommodations for bicycles and kiss-and-ride drop-off areas.

There will inevitably be people who drive and park. Many agencies will partner and work with communities to find solutions to parking in residential and commercial area. Solutions should be in place before LRT begins

revenue service in the fall of 2003, and enforcement must begin on the first day of service. We are contacting other cities to see what has worked successfully. One option would be to institute a critical parking program that reserves parking spaces for residents. There are three levels of critical parking: (1) posted parking time limit except by permit, (2) no parking except by permit during specified hours and days, and (3) no parking anytime except by permit. Each station area could choose a different solution.

Will LRT be noisy, smelly and generate pollution?

LRT is quieter and cleaner than automobile traffic on Hwy. 55 and slightly louder than a lawn mower. Light rail tracks, unlike most railroad tracks, are continuously welded eliminating the loud "clicking" noise. Trains are loudest where tracks curve. Use of light rail vehicle horns and gate arm bells will be regulated to ensure safety at crossings.

Light rail will reduce air pollution by offering an alternative to fossil-fueled vehicles. Because light rail is electrically powered, it doesn't cause emissions that contribute to urban ozone and smog.

What measures will be taken to insure safety for children crossing the tracks?

Street-level crossings outside downtown will be protected by signalized intersections and/or crossing gates. Safety standards that apply to train crossings will also apply to light rail. Fencing will be considered along the alignment where it will enhance safety, but not entrap persons or animals. Existing noise walls may be supplemented by additional walls or fencing to provide screening for residential areas. Light rail trains are propelled by electricity from overhead wires that are not within human reach, so there is no danger of electrocution. Rail safety education will be taught in schools.

How will pedestrians access LRT stations?

Light rail tracks will allow easy at-grade pedestrian and bicycle crossing at stations. Rails will be embedded in the ground, level with the street, with an overhead power source. Cars, pedestrians and bicyclists will only be able to cross tracks at controlled cross streets.

A number of improvements are being identified to enhance the pedestrian environment near stations. This includes lighting, streetscape, landscaping, sidewalk improvements, etc. The City of Minneapolis and Hennepin County are able to apply for funding to implement pedestrian improvements recommended by participants in the station area master planning process.

How will buses connect to LRT?

Buses, in many cases, will run more frequently and be timed to meet trains. Metro Transit proposes a network of routes about 1/2 to one mile apart. Existing bus routes will be modified south of Lake St. to connect passengers to light rail stations. Examples of the modifications include extension of St. Paul routes now ending near Highland Village to the 46th St. Station; and diversion of Route 7 via East Lake St., 46th St., Minnehaha Park and V.A. Medical Center stations.

Some stations will serve as a hub for multiple routes with buses meeting trains and other buses. Examples are: Nicollet Mall, Government Center, Downtown East, Lake St., 46th St. and the Mall of America stations. The Downtown East Station will serve as the primary connection for U of M buses. Other stations will have bus connections with less transfer volume: 38th St., Franklin Ave., V.A. Medical Center, and Fort Snelling stations. Patrons using park & ride lots will generate most of the trips for the Fort Snelling Station. The Cedar Riverside, Minnehaha Park, Airport and Bloomington South stations will be mainly pedestrian access stations.

Bus traffic near residential stations will be manageable. At the 46th St. Station, 32 buses will arrive each hour during peak periods. At the 38th St. Station, 17 buses will arrive each hour during peak. This reflects Metro Transit projections for initial bus service when the LRT line opens.

Will the stations be safe, well lit and warm?

Absolutely. The LRT project, including stations, trains, park & ride lots and all other facilities and equipment shall be designed to prevent vandalism and ensure the safety of patrons and employees.

Attention will be given to lines of sight and visibility with corners, dark or hidden areas, large trees, shrubs, columns and opaque shelter screens eliminated or minimized. Public waiting areas, including station platforms, shall be well lit and easily visible to other patrons, to passers-by on adjacent streets, and to cruising police and security personnel.

The line will be policed while it is operating - 20 hours a day. There will also be closed circuit cameras with speakers on station platforms. Security personnel will monitor camera footage from a control center and be able to address individuals on the platform. All stations will have a telephone only for emergency use to connect patrons with the Metro Transit Control Center that dispatches police.

Patrons will be sheltered and warmed as they wait for the train. During peak periods, the wait won't exceed 7 1/2 minutes. All stations will have three-sided, covered windscreens that extend to the floor. Shelters will have passenger-activated radiant heaters similar to the heated bus shelters on the Nicollet Mall.

Questions?

Contact Jennifer Lovaasen at the Metropolitan Council by phone at 651-602-1493, or by email: jennifer.lovaasen@metc.state.mn.us

[Back to LRT home page](#)



Transportation

Transit-Oriented Development

What is Transit-Oriented Development?

Transit-oriented development (TOD) emphasizes a pedestrian-friendly environment with compact residential and job-generating development and redevelopment surrounding transit stops or stations. Walkable tree-lined streets, street-facing retail and many types of compact housing in a variety of architectural styles are favored over high-traffic roads, surface parking lots and garage-front houses.

The idea behind TOD is simple: If we encourage land use patterns that attracts jobs and housing to transit, people will use cars less and will walk and ride transit more.

Successful Transit-Oriented Development Requires

- Compact development typical of the late 19th century through the 1940s when the streetcar was the most common means of getting to work and going shopping. TOD contrasts with the auto-oriented development that created America's suburbs over the past 40 years.
- Diverse mix of uses surrounding a core of daily conveniences and transit service.
- Pedestrian-friendly physical design which encourages walking and bicycling.

Compact Development

Many households and employers will trade the maintenance headaches associated with a large yard or business campus for a chance to walk to local parks, markets and transit — if the walk is convenient and attractive. In fact, Many Twin Cities residents already live in compact neighborhoods.

Diverse, Complementary Uses

A mix of diverse, complementary land uses and activities within walking distance of each other, with a choice of travel modes, distinguish TODs from auto-centered land use patterns. When housing, workplaces and retail are clustered around transit, many auto trips can be replaced by walking or bicycling as well as riding the bus or rail.

Pedestrian Friendly Design

Grid street patterns minimize walking distance and distribute traffic so that every street is walkable. Autos remain part of the mix, but the physical layout of a TOD ensures that walking, bicycling and using transit are safe, pleasant and efficient alternatives to driving. Pedestrian-friendly elements could include:

- Street-facing retail.
- A variety of compact housing in an assortment of styles.
- Walkable, tree-lined streets.
- Buildings built up to the street.
- Buildings with frequent windows and doors.
- Diverse, complementary uses that encourage people to stroll, shop, meet, greet and eat.

Planning for Hiawatha Light Rail Station Areas

Land use planning is under way to ensure that areas within a half-mile of light rail stations attract additional transit-supportive development. Residents will be involved at all stages of station area planning. The confidence of residents, businesses and property owners is critical to long-term stability and vitality. To get involved in creating a "road map" for future development, contact the Minneapolis Planning Department at (612) 673-2597.

[Back to LRT home page](#)



Transportation

Building for Transit in the Metropolitan Area

There is a choice

We can live in a region less dependent on automobiles. We can strengthen our existing neighborhoods and build new communities with transit at their center. Transit-oriented development can help us create communities where we can work, shop and play within a short distance of home. When we travel to another community, we can do so on transit.

Can we build for transit?

The answer is yes. Not long ago we had convenient options (streetcars, bicycles, buses and automobiles) for getting around in our neighborhood or city. Our neighborhoods were planned and designed with these modes of travel in mind. Transit-oriented land-use design can once again make people and places, not cars, primary considerations in the development of communities.

Here's how to start.

We need to build transit by focusing on three transit-oriented principles. They are:

- 1) designing land use, buildings and infrastructure for people;
- 2) mixing a variety of land uses; and
- 3) designing compact development patterns.

The principles apply to new development, redevelopment of older areas or filling in existing neighborhoods. The principles do not suggest getting rid of the automobile. Rather, they will help us build places that will let us once again choose how we get around our neighborhoods or across the region.

Design for People and Transit

Design buildings and public infrastructure to favor people walking, biking or using transit. Build sidewalks and create a pleasant and safe pedestrian environment. Place buildings so they front on the street, with parking in the rear out of sight. Connect neighborhood activities with a network of streets and sidewalks. Provide public space and gathering places at transit stops.

Mix Uses

Mix (don't separate) housing with other uses of the land that make up a neighborhood. Design for a mix and balance of housing, jobs and services located within easy walking distance. Structures can have mixed uses in them (for housing, offices or services). Buildings could be clustered and within an easy walk.

Design Compact Development

Build sufficient density so there is enough housing and jobs to support transit service (20+ jobs per acre in employment centers and at least seven housing units per acre). Design for a gradation to more compact housing-from single-family to townhouses to multi-family apartment or condominium areas. Make the environs of the clusters esthetically pleasing.

Metropolitan Council

[Home](#) | [Services](#) | [About Us](#) | [Meetings & Events](#) | [Resource, Reports & Data](#)
[Regional Transportation](#) | [Jobs](#) | [Contact Us](#) | [Site Search](#)

Mears Park Center • 230 E 5th St. • St. Paul, MN 55101

Phone: 651-602-1000 • TTY: 651-291-0904

E-Mail: data.center@metc.state.mn.us

All information on this site is available in other formats upon request.

© 2003 Metropolitan Council. All Rights Reserved.

WWW.CI.BLOOMINGTON.MN.US BRIEFING



INSIDE

JUNE 2005

PAGE 2. Traffic-calming update.

PAGE 3. Summer sports and leisure activities.

PAGE 4. Arts in the Parks and Center for the Arts.

SPECIAL INSERTS:

Corporate Report to the Community.

2004 Water Quality Report.

NATIONAL NIGHT OUT

BLOOMINGTON'S 22ND ANNUAL National Night Out celebration will be



held
**Tuesday,
August 2.**
Last year,
more than
14,000
residents

from 313 neighborhoods joined forces in the effort to prevent crime. Police squads, K-9 units, fire trucks and paramedic units showed support by visiting block parties. Registration materials will soon be sent to block captains. For more information, call 952-563-8808.

BOOK 'EM

USED BOOKS ARE ON THE MOST WANTED list. Bloomington Crime Prevention Association's 12th Annual Used Book Sale will be held **June 10 - 25**, at 9601 Newton Ave. S. Proceeds fund crime and violence prevention initiatives. For information or drop-off locations, call 952-884-6210. Books will be collected at drop-off locations and on-site during the sale.

FAMILY EVENTS AT CREEKSIDE

VISIT CREEKSIDE COMMUNITY CENTER, 9801 Penn Ave. S., for the following events presented by Human Services. For more information, call 952-563-4957 V/TTY.

SAFETY FESTIVAL AND OPEN HOUSE

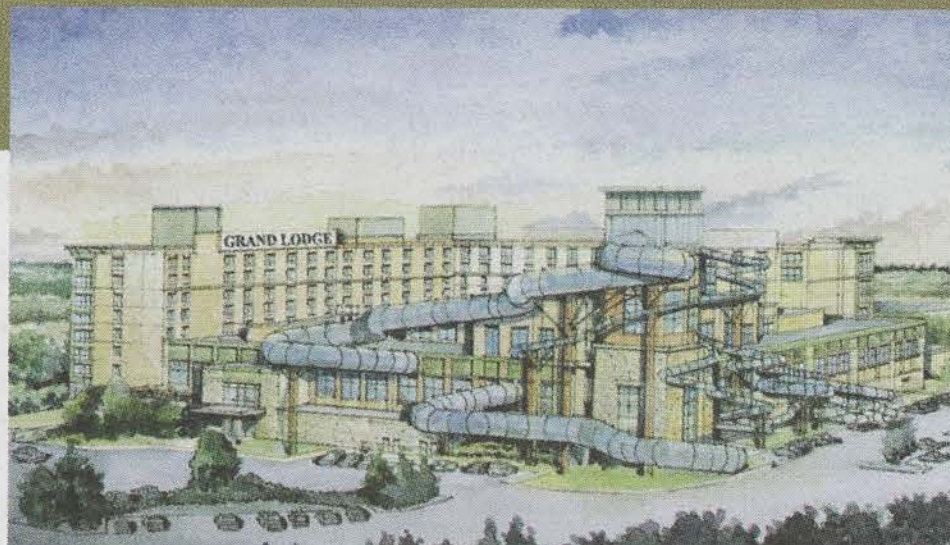
MARK YOUR CALENDARS FOR THE 5TH Annual Bloomington Safety Festival on **Saturday, August 13, from 10 a.m. to 1 p.m.** Check out the Police K-9 Unit, MADD Crash Car, and the Fire Department's smoke house and fire truck. Visit Creekside's woodshop, boutique, lapidary, pool room and buyer's club. An animal petting zoo and inflatable jumper will also be available for children.

ANIMAL EXTRAVAGANZA

WOOD LAKE NATURE CENTER STAFF will show off their interesting animal friends and present many fascinating facts on the creatures that live around us. Children and adults of all ages are invited to this free event on **Wednesday, August 24, at 9:30 a.m.**

CITY OF HOSPITALITY TOP INDUSTRY BOUNCES BACK

HOSPITALITY IS BLOOMINGTON'S NUMBER ONE INDUSTRY, employing more than 20,000 people. A growing economy is helping the hotel industry make a comeback from 2002 lows. Smith Travel Research, a lodging industry information and data provider, shows Bloomington's 2004 occupancy rate rose to 69 percent, up from 65 percent in 2003. There are almost 7,000 hotel rooms in Bloomington with more coming to replace the 780 rooms lost due to the airport's expansion and new runway. Hotels have been included as part of preliminary development plans for projects in the Airport South District. According to *The Business Journal*, those in hospitality say new development planned in the area is going to make Bloomington the place to be.



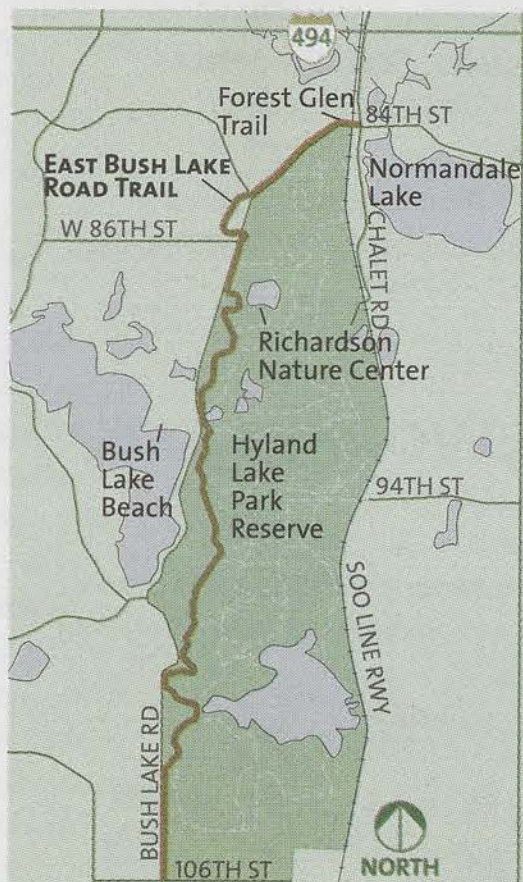
The 403-room Grand Lodge and Water Park of America, 1700 American Blvd. E., is currently under construction. The development is *The Business Journal's* Best in Real Estate award winner.

BLOOMINGTON'S EXCEPTIONAL PARK SYSTEM IMPROVEMENTS SCHEDULED FOR 2005

AS BLOOMINGTON DEVELOPED FROM A RURAL TO URBAN COMMUNITY, THE CITY BEGAN to create public parks and open spaces. Today, almost 9,000 acres provide recreational and relaxation opportunities for all ages, ability levels and interests. The following improvements are planned for Bloomington parks in 2005.

EAST BUSH LAKE ROAD TRAIL

Pedestrian and bikeway improvements will soon be underway along East Bush Lake Road from 106th to 84th Street. The project uses new and existing trails to provide a continuous 3.34-mile trail with access to Hyland Lake Park Reserve, Bush Lake Beach, Richardson Nature Center, Forest Glen Trail and Normandale Lake. A federal grant will fund up to 80 percent of construction costs. Hennepin County, Three Rivers Park District, City of Bloomington and Metropolitan Council grants will also fund the project. For more information, call 952-563-4914.



Construction of East Bush Lake Road Trail from 106th to west of Chalet Road begins in June with completion by summer 2006. The connection to 84th Street at Chalet Road will begin in fall 2006.

CEDARCREST PARK

Last fall, construction began to enhance Cedarcrest Park, 8600 Bloomington Ave. S. Improvements include installation of a water play area, playground equipment, paved walkways, picnic tables, benches and landscaping with trees and shrubs. Replacement of the softball field, tennis court and the addition of a basketball court are proposed for the future. Cost of improvements is \$298,000. Completion is scheduled for summer 2005. For more information, call 952-563-8738.



Cedarcrest Park will be the first Bloomington city park to feature a water play area.



LYNDALE GREEN PARK

Lyndale Green Park, part of Lyndale Green redevelopment at 84th Street and Lyndale Avenue, is a cooperative effort between Bloomington-based United Properties, the Bloomington Housing and Redevelopment Authority and the City of Bloomington. United Properties contributed \$150,000 toward construction costs for the \$300,000 project and agreed to share future maintenance costs for the park. For more information, call 952-563-8876.

The one-acre Lyndale Green Park will include an arbor, seating plaza, paved walkways, natural gardens, a swinging bench and open lawn.

CITY OF BLOOMINGTON
1800 WEST OLD SHAKOPEE ROAD
BLOOMINGTON MN 55431-3027

Presort Std
U.S. Postage
PAID
Mpls., MN
Permit
#2293

ECRWSS
POSTAL CUSTOMER

NEW AIRPORT RUNWAY MAC TO HOLD INFORMATIONAL MEETINGS

A NEW NORTH/SOUTH RUNWAY IS under construction that will increase the Minneapolis-St. Paul International Airport's capacity by approximately 25 percent, helping to reduce congestion and delays at the airport. Part of a \$3.1 billion expansion plan developed by the Metropolitan Airports Commission (MAC), the runway is scheduled to open in October.

When the runway is in use, increased aircraft noise will impact residents who currently experience little or no aircraft noise. MAC is holding informational meetings to answer questions about how residents may be affected by the new runway's operations.

MEETINGS BEFORE THE RUNWAY OPENING

Tuesday, June 7	6:30 p.m.	People of Praise Church, 2300 E. 88th St.
Friday, June 10	8 a.m.	Bloomington Chamber Offices, 9633 Lyndale Ave. S.
Monday, June 13	6:30 p.m.	Holy Emmanuel Lutheran, 201 E. 104th St.
Tuesday, June 21	6:30 p.m.	Bloomington Civic Plaza, 1800 W. Old Shakopee Road
Thursday, June 23	6:30 p.m.	Cedar Valley Church, 8600 Bloomington Ave. S.
Tuesday, June 28	6:30 p.m.	Bloomington Civic Plaza, Schneider Theater

MEETINGS AFTER THE RUNWAY OPENING

Monday, November 14	6:30 p.m.	Bloomington Civic Plaza, Schneider Theater
Tuesday, November 22	6:30 p.m.	Bloomington Civic Plaza, Schneider Theater

For information, call MAC's Noise Complaint and Information Line at 612-726-9411 or visit www.macnoise.com.

TRAFFIC-CALMING UPDATE NEW POLICY APPROVED FOR COLLECTOR STREETS

IN APRIL, THE CITY COUNCIL APPROVED A new policy to help improve the safety of Bloomington's streets.

As part of the City's traffic-calming program, the new policy provides for collector streets that have no center medians to be changed from four undivided lanes, to two lanes or two lanes with a center, dual left-turn lane.

See photo. On-street parking or striped

shoulders would also be added where width is sufficient. The goal is to increase safety and decrease speeds without negatively affecting the level of service of the roadway.

Under the new policy, streets scheduled for seal coat, overlay or reconstruction that have four undivided lanes and daily traffic counts of less than 10,000 vehicles per day will be considered for the program. Nine Mile Creek Parkway from Stanley Avenue to 90th

Street has been approved for the 2005 program. Poplar Bridge Road between Normandale Boulevard and France Avenue, and 84th Street between Pillsbury and Nicollet avenues are also eligible for the 2005 program.

For more information about the new policy, specific projects or the City of Bloomington traffic-calming program, visit the City's Web site at www.ci.bloomington.mn.us, keywords: Traffic calming, or call Amy Marohn, Traffic Calming Coordinator at 952-563-4532.

WHAT IS A COLLECTOR STREET?

Collector streets connect residential streets to major roadways called arterial routes. They are designed to carry more traffic than a residential street.

2005 GENERAL ELECTIONS CITY AND SCHOOL DISTRICT OFFICES ON THE BALLOT

CANDIDATE FILING OPENS ON TUESDAY, July 5, 8 a.m. and closes on Tuesday, July 19, 5 p.m. All terms of office are four years. If a Primary Election is required, it will be on Tuesday, September 13, and the General Election will be Tuesday, November 8.

CITY OFFICES

Councilmember, At Large.
Councilmember, District I.
Councilmember, District II.
For more information, call the City Clerk's Office at 952-563-4925.

SCHOOL DISTRICT OFFICES

School Board Members – four offices open.
For more information, call Bloomington Schools at 952-681-6421.

CELEBRATE BY USING CONSUMER FIREWORKS SAFELY TIPS FROM THE EXPERTS IN FIRE PREVENTION

CONSUMER FIREWORKS AND celebrations often go hand-in-hand, but care is needed to prevent fires and injuries. Minnesota law allows only non-exploding and non-aerial consumer fireworks. Consumer fireworks may not be used on public property including City parks and facilities, streets and school grounds. If you use fireworks, follow these important safety tips:

- Buy only from a Minnesota-based store or stand to ensure that devices are permitted here.

- Consumer fireworks should be used only by adults.
 - Keep children and animals away from the firing area and at least 25 feet away when viewing.
 - Follow all instructions on the packaging or device.
 - Keep a bucket of water nearby for extinguishing small fires and for disposal of used devices.
 - Do not touch or attempt to relight any device that does not fire. Wait 20 minutes, then discard it into a bucket of water.
 - Never modify a fireworks device.
- For information, call 952-563-8933.



Sparklers, fountains and other novelty items are legal in Minnesota.

BRIEFING

Volume 13, Number 3

The Briefing, published bimonthly by the City of Bloomington, is mailed to our residents and businesses. Direct comments and requests for Braille, larger print or computer disk to Communications Administrator Diann Kirby, 1800 W. Old Shakopee Rd., Bloomington MN 55431-3027; PH 952-563-8818; TTY 952-563-8740; FAX 952-563-8715; E-MAIL dkirby@ci.bloomington.mn.us.

Web site: www.ci.bloomington.mn.us

BLOOMINGTON CITY COUNCIL



Mayor
Gene Winstead
952-888-1258(h)
gwinstead@ci.bloomington.mn.us

Councilmember At Large
Dave Abrams
952-833-0505(h)
dabrams@ci.bloomington.mn.us



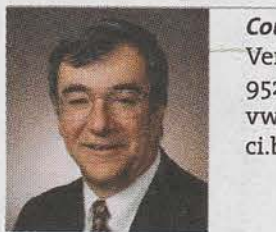
Councilmember At Large
Amy Grady
952-884-6502 (h)
agrady@ci.bloomington.mn.us

Councilmember District I
Steve Peterson
952-884-3262(h)
speterson@ci.bloomington.mn.us



Councilmember District II
Heather Harden
952-835-5919(h)
hharden@ci.bloomington.mn.us

Councilmember District III
Steve Elkins
612-578-2103(c)
selkins@ci.bloomington.mn.us



Councilmember District IV
Vern Wilcox
952-854-1425(h)
vwilcox@ci.bloomington.mn.us

Elected officials presented for informational purposes.

COUNCILMEMBERS

council@ci.bloomington.mn.us
CITY MANAGER
Mark Bernhardtson
citymanager@ci.bloomington.mn.us 952-563-8780

ASSISTANT CITY MANAGER
Clark Arneson
carneson@ci.bloomington.mn.us 952-563-8921

DIRECTORS
Larry Lee, Community Development
llee@ci.bloomington.mn.us 952-563-8947

James Truax, Community Services
communityservices@ci.bloomington.mn.us 952-563-8717

Lori Economy-Scholler, Finance
finance@ci.bloomington.mn.us 952-563-8791

Ulie Seal, Fire
fire@ci.bloomington.mn.us 952-881-4062

Kent Michaelson, Human Resources
kmichaelson@ci.bloomington.mn.us 952-563-4898

David Ornstein, Legal
legal@ci.bloomington.mn.us 952-563-8753

John Laux, Police
police@ci.bloomington.mn.us 952-563-8701

Charles Honchell, Public Works
publicworks@ci.bloomington.mn.us 952-563-8731

The City of Bloomington does not discriminate on the basis of race, color, creed, religion, national origin, sex, sexual orientation, disability, age, marital status or status with regard to public assistance in employment or the provision of services. The City of Bloomington does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs or activities. Upon request, accommodation will be provided to allow individuals with disabilities to participate in all City of Bloomington services, programs and activities. The City has designated coordinators to facilitate compliance with the Americans with Disabilities Act of 1990 (ADA), as required by Section 35.107 of the U.S. Department of Justice Regulations, and to coordinate compliance with Section 504 of the Rehabilitation Act of 1973, as mandated by Section 8.53 of the U.S. Department of Housing and Urban Development Regulations. For information, contact the Human Services Division, City of Bloomington, 1800 West Old Shakopee Road, Bloomington MN 55431-3027; phone: 952-563-8733; TTY: 952-563-8740.

CITY OF BLOOMINGTON, MINNESOTA, JUNE 2005

CORPORATE REPORT TO THE COMMUNITY

FISCAL YEAR ENDING DECEMBER 31, 2004, AND BUDGET YEAR 2005

FINANCIALLY STRONG AND THRIVING TIMELY FOCUS ON REDEVELOPMENT, HOUSING OPTIONS AND INFRASTRUCTURE IMPROVEMENTS KEEPS BLOOMINGTON ROBUST

By Mayor Gene Winstead

WE LIVE IN A SAFE, VIBRANT and healthy community well served and protected by police and fire services. Streets are safe and functional; drinking water is clean and plentiful. Our quality of life is enhanced with quality housing, well-maintained parks, and educational, cultural and recreational opportunities for all ages.

The City of Bloomington's excellent financial position and long-term planning have helped keep taxes low so that residents' needs are met at a reasonable price. Compared to other monthly bills, City services remain a bargain: \$17.49 for police protection, \$14.13 for plowed and well-maintained streets, and \$6.30 for fire protection. See page CR2.

The City Council adopted a 2005 General Fund budget with an increase that has averaged 1.46 percent over the past three years.

Property taxes allocated to the General Fund have increased only 3.27 percent since 2003, in spite of losing \$1.6 million in state aids in each of the past three years.

One way to accomplish our goals is through continued financial strength. In October 2004, Fitch Ratings awarded its highest AAA bond rating to the City. Bloomington also maintains an Aaa from Moody's and an AAA from Standard & Poor's. Of more than 87,000 local governments in the U.S., only 20, including Bloomington, have achieved three triple-A ratings. See page CR6.

The city reached a milestone in 2005 when its real estate market value surpassed \$10 billion. See pages CR4 and CR5. The achievement is

an indication that Bloomington is a dynamic community where people want to live, do business and reinvest in homes, businesses and schools.

Redevelopment projects, more housing options for residents and improved infrastructure continue to revitalize our city. Highlights of 2004 include:



LIGHT-RAIL TRANSIT arrived in Bloomington, spurring a \$700 million transit-oriented development with a light-rail station as the focal point. Bloomington Central Station, McGough's 43-acre project, integrates 1,100 housing units, a 200-room hotel, offices, retail and a central park. See page CR5.

IKEA's grand opening was attended by thousands of shoppers. The 336,000-square-foot home furnishings store kicked off the first stage of additional phases of the Mall of America. Infrastructure improvements in the area included reconstruction of Lindau Lane to accommodate the increased traffic.

LYLE BERG BRIDGE construction began over I-35W on the American Boulevard corridor. The bridge is a critical link in the parallel arterial that will provide Bloomington residents with an alternate way to travel across the community. The route will also help ease congestion on I-494. See page CR8.

THE VILLAGE ON 9 MILE CREEK moved forward on a four-story condominium building and 20-unit townhouse development. The project will add 40 townhomes and 120 condominiums valued at \$50 million on the former City Hall site. See page CR4.

LYNDALE GREEN REDEVELOPMENT at 84th Street and Lyndale Avenue started with a new Cub Foods store. Construction began on a 10,500-square-foot retail center, the 95-unit Applewood Pointe Senior Cooperative,

46 townhouses and a one-acre public park adjacent to the grocery store. See page CR4.

Bloomington's financial condition is among the best in the state and the nation. This enables us to continue to provide services that meet our residents' needs and look for new opportunities that enhance our city. The Council is reviewing Bloomington's long-range goals and developing a strategic plan for development, redevelopment, City services, infrastructure, and fiscal strength and stability for the next 20 years. We are committed to protecting and improving the lives of residents and ensuring that Bloomington remains a high-quality place to live, work and visit – all day, every day.



The monthly expenses for City services described in this report use a median-priced home in Bloomington that has a 2004 assessor's market value of \$214,400, with monthly property taxes for City services of \$57.14.



INSIDE

PAGE CR2.
What your tax dollar buys.
PAGE CR3.
Highlights from 2004.
PAGES CR4 AND CR5.
Building a \$10 billion community.
PAGE CR6.
The General Fund.
PAGE CR7.
Enterprise, Internal Service and Special Revenue funds.
PAGE CR8.
Capital Projects and Debt Service.

Award for
Outstanding
Achievement in
Popular Annual
Financial Reporting

PRESENTED TO

CITY OF BLOOMINGTON,
MINNESOTA

For the fiscal year ending
December 31, 2003



CITY NETS FINANCIAL AWARD

THE GOVERNMENT Finance Officers Association (GFOA) of the United States and Canada has given the City of Bloomington the Award for Outstanding Achievement in Popular Annual Financial Reporting for the fiscal year ended December 31, 2003. This prestigious national award recognizes the City's conformance with the highest standards for preparation of state and local government popular reports. The City of Bloomington has received a Popular Award for the last six years, the Distinguished Budget Award for the last eight years and the Certificate of Excellence in Government Reporting for the past 33 years.

BUILDING A \$10 BILLION COMMUNITY

BLOOMINGTON CONTINUES TO GROW STRONGER DAY BY DAY

BLOOMINGTON REACHED A MILESTONE in 2005 when the city's total real estate market value surpassed \$10 billion.

Growing the city's tax base is important to each taxpayer because taxes on all properties in Bloomington are reduced by spreading costs across a larger base.

Growth has been spurred, in part, by Bloomington's location. Proximity to an international airport, the intersection of two interstate highways and, most recently, light-rail transit attracts businesses that add value and provide economic activity.

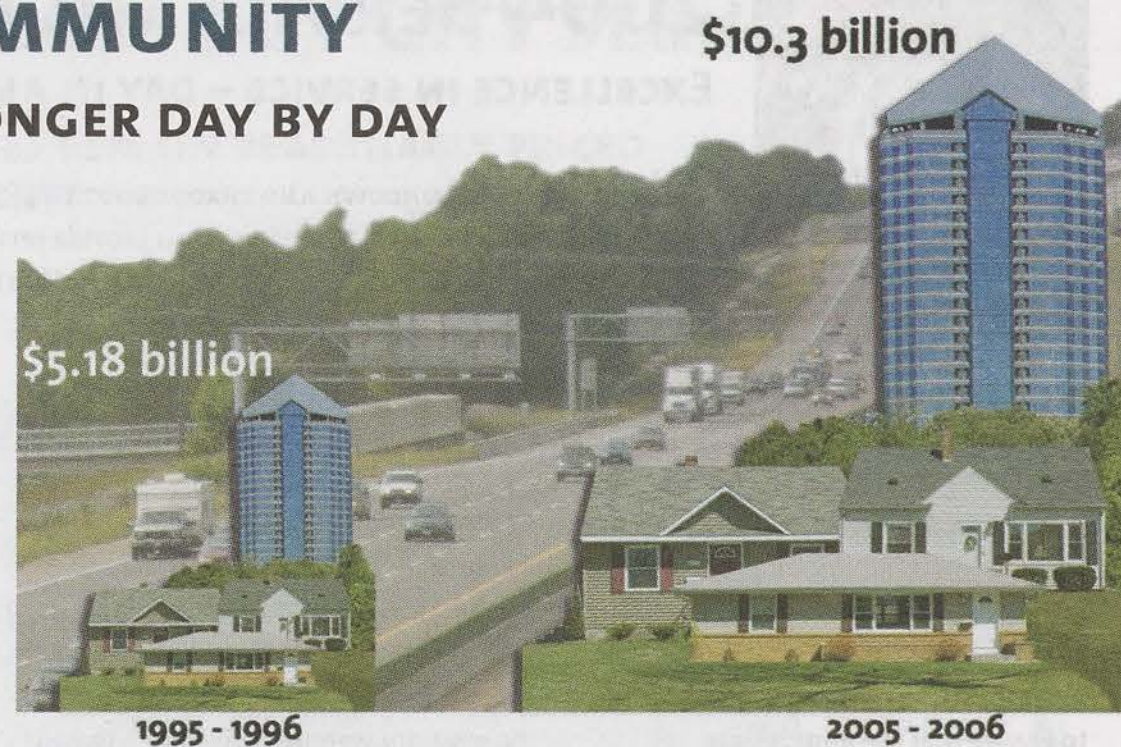
Bloomington also continues to thrive because it's a place where people want to live. Excellent schools, well-maintained streets, renewed properties and beautiful parks create greater

market demand, increasing the value of existing properties.

Bloomington's financial strength is excellent. The City holds the highest bond ratings from Fitch, Moody's and Standard & Poor's, communicating to businesses and individuals that Bloomington is a healthy, well-run community.

Cliff Hoffman, partner with the City's independent accounting firm Deloitte and Touche, says a successful city is a growing city because there are the opportunities and funds to provide the amenities that citizens want.

"Bloomington's market value growth has exceeded the rate of inflation by more than double," Hoffman said. "The future of



Bloomington is better because the City can take care of its infrastructure and citizens' needs so that it will continue to be a desirable place to live and an attractive place for new development."

REAL ESTATE MARKET VALUES SOAR
Major redevelopment, renewal of existing properties and infrastructure improvements have doubled the city's tax base since 1995, allowing property taxes to be spread over a larger base and reducing costs to taxpayers.

THE CITY PLAYS AN IMPORTANT ROLE IN COMMUNITY GROWTH

Maintaining quality services is key to a community's growth. The City of Bloomington helps market values grow by maintaining and enhancing the investment residents and businesses have made in the community. Through public safety services, water, sewer, roads and parks, the City addresses the common needs of all property owners.

The City has policies that seek constant and sustainable renewal of the community. As part of the process, the City identifies where its involvement will encourage redevelopment.

Since 1997, the City has provided more than \$7 million for property enhancement initiatives such as acquisition of vacant buildings and the rehabilitation of blighted properties. The Lyndale Green project and redevelopment around France Avenue and Old Shakopee Road are examples.

Lyndale Green
United Properties, with assistance from the Bloomington Housing and Redevelopment Authority (HRA), is

constructing Lyndale Green redevelopment at 84th Street and Lyndale Avenue. The project includes a new Cub Foods store that opened in 2004 and a 10,500-square-foot retail center, a 95-unit senior cooperative, 46 townhouses and a one-acre public park under construction in 2005.

Constructing a new full-service grocery store, along with commercial space and housing, enhances neighborhood desirability and preserves surrounding property values.

"If you drive by a vacant building and an older grocery store, it could suggest that the neighborhood is on the decline," said HRA Administrator Regina Harris. "The majority of residents in the neighborhood were behind the project because they wanted a new store and they wanted to see the area renewed."

Village on 9 Mile Creek

The City's involvement in a new office facility was a catalyst for change. Constructing Bloomington Civic Plaza revitalized a highly visible parcel at 98th

Street and Old Shakopee Road and opened the door for redevelopment in the area. The move freed up the old municipal building site at 2215 W. Old Shakopee Road for the Village on 9 Mile Creek redevelopment. Construction of 120 condominiums and 40 townhouses has begun on the seven-acre site and will be valued around \$50 million, resulting in a substantial increase in the City's tax base.

The Village on 9 Mile Creek redevelopment will increase the City's tax base and create 160 new homes.



1974
City's overall market value: \$900 million. Water Treatment Plant completed. Voters approve \$6.3 million for public buildings and parks.

1982
Normandale Office Park is constructed; first of four office buildings.



1973
Norwest Financial Center built.



1970
Jefferson High School built.



1968
Normandale Junior College opened.



1965
Kennedy High School built.



1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.



1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.



1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.



1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown built. I-35W completed.

1960
City's overall market value: \$270 million. Ward's Southtown

ALL DAY, EVERY DAY

2005 OPERATING REVENUE SOURCES

THE CITY'S MAJOR FUNDS FALL INTO THE categories of General, Enterprise, Debt Service, Capital Projects, Internal Service and Special Revenue. Shown on the next three pages, these funds demonstrate how quality City services provide a good value for your tax dollar.

Bloomington's low property tax rate is maintained by maximizing other fund sources and increasing productivity. By diversifying revenue, the City is in a strong position to withstand economic shifts.

Property taxes	\$33,562,218
Fees/charges	21,052,161
Program income	7,292,655
Lodging/admissions	5,152,620
Licenses/permits	4,285,642
Intergovernmental	3,233,259
Transfers/other	2,359,507
Special assessments	1,500,000
Fines/forfeitures	1,194,076
Interest	1,088,131
Franchise fee	842,900
Total revenues	\$81,563,169

2005 BUDGETED EXPENDITURES BY FUND

THE CITY OF BLOOMINGTON'S BUDGETED expenditures for 2005 total \$83,947,120*.

General Fund	\$45,069,480
Enterprise Funds	30,137,304
Special Revenue Funds	5,225,094
Debt Services	3,515,242
Total expenditures	\$83,947,120

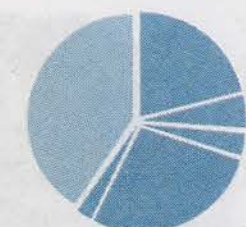
* The \$2.4 million difference between 2005 revenues and expenditures is the fund balance for Capital Projects.

In addition to regularly inspecting every restaurant in Bloomington, Environmental Health investigates all food complaints within 24 hours and neighborhood nuisance complaints.



THE GENERAL FUND

THE GENERAL FUND, WHICH ACCOUNTS FOR A MAJORITY OF CITY SERVICES, IS BLOOMINGTON'S PRIMARY operating fund. It uses current revenues to fulfill current expense obligations. This section contains specific information about each department within the General Fund.



	2004 BUDGET	2005 BUDGET	NET PROPERTY TAX*
POLICE	\$14,380,349	\$15,138,910	\$17.49
The Police Department works with the community to make the city a safe place to live, and partners with residents and businesses to address their diverse needs.			
PUBLIC WORKS	\$9,182,134	\$9,818,615	\$14.13
Public Works provides safe and efficient transportation routes throughout Bloomington; maintains the City's streets, parks, vehicles and public facilities; and reviews the impact construction and development projects will have on local and regional infrastructure.			
COMMUNITY SERVICES	\$7,665,946	\$7,795,813	\$7.93
Community Services fosters opportunities for all residents, produces communication materials, provides public health services, and manages parks and recreational activities.			
FIRE	\$1,877,043	\$2,429,542	\$6.30
The Fire Department protects the community by performing rescues; responding to fires, emergencies and hazardous materials incidents; and teaching fire prevention.			
COMMUNITY DEVELOPMENT	\$4,644,047	\$4,821,230	\$2.80
Community Development partners with the community to enhance Bloomington through planning, economic development and redevelopment activities. The department promotes safety by obtaining compliance with state and City codes.			
TECHNICAL SERVICES	\$1,878,591	\$1,945,438	\$2.24
Technical Services furnishes licensing, assessment, elections, records management and cemetery services to Bloomington's residents.			
FINANCE	\$1,187,508	\$1,200,059	—
Finance provides financial management services and internal support services to other departments.			
LEGAL	\$781,587	\$857,890	—
Legal advises the City Manager, City Council, City departments, and advisory boards and commissions.			
COUNCIL, COMMISSIONS, CITY MANAGER	\$915,513	\$628,405	—
Bloomington is governed by an elected, part-time City Council consisting of a mayor and six councilmembers. Legislative power is vested in this Council, which appoints citizens to advisory commissions, and a City Manager, who is responsible for the administration of City business. The City Manager appoints all other employees and performs duties as directed by the Council.			
HUMAN RESOURCES	\$583,952	\$610,489	—
Human Resources recruits and assists in hiring staff, oversees employee benefit programs and conducts employee relations activities on behalf of the City.			

*Net property tax is the portion of the levy allocated to these services.

A SIGNIFICANT FINANCIAL ACHIEVEMENT – THREE TRIPLE-A RATINGS TOP SCORES FROM S & P's, MOODY'S AND FITCH

BLOOMINGTON JOINED AN ELITE FEW cities nationwide with three triple-A bond ratings. In October 2004, Fitch Ratings became the third credit rating agency to assign a triple-A to the City based on its healthy economic growth, strong financial management and manageable debt burden.

The City also maintained its Aaa from Moody's and AAA from Standard & Poor's, the highest bond ratings awarded by those agencies.

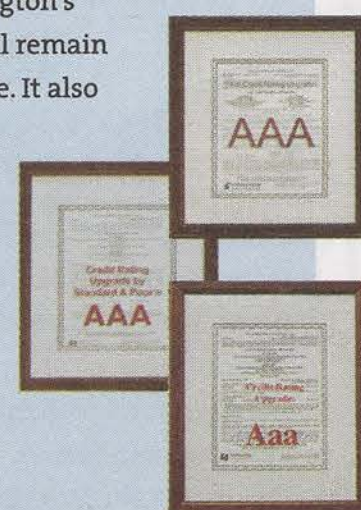
Bloomington is one of only 20 cities out of more than 87,000 local governments in the U.S. that have

achieved triple-A ratings from all three agencies. Our city is currently the only city in Minnesota to hold all three highest ratings.

According to the agencies, Bloomington's triple-A status reflects the City's conservative fiscal management, diverse economic base, central location, low unemployment rates that fall below state and national averages, and continued success in the Mall of America tax increment district.

The City's excellent bond ratings signal current and potential investors that our financial future is strong and

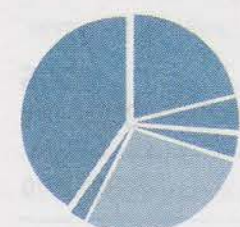
ensures Bloomington's interest costs will remain as low as possible. It also communicates to businesses and individuals that Bloomington is a healthy community.



ALL DAY, EVERY DAY

ENTERPRISE FUNDS

THESE FUNDS CONSIST OF UTILITIES, RECREATIONAL FACILITIES AND CONTRACTUAL POLICE SERVICES primarily supported by user fees. Operating expenses do not include debt service expenses, capital outlay or transfers to other funds.



	2004 BUDGET	2005 BUDGET	AVERAGE FEE PER MONTH
COMMUNITY SERVICES	\$3,476,289	\$3,763,402	\$1.35*
PUBLIC SAFETY	590,944	625,632	--
PUBLIC WORKS	742,318	744,483	1.86**
RECREATIONAL FACILITIES			
CONTRACTUAL POLICE			
SOLID WASTE MANAGEMENT			
STORM WATER UTILITY			
WASTE WATER UTILITY			
WATER UTILITY			
TECHNICAL SERVICES			
MOTOR VEHICLE OFFICE			

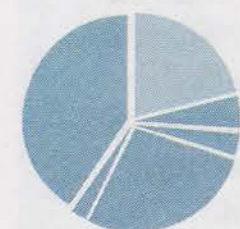
*Average property tax cost for median home per month.

**Residents receive a 63 cent recycling credit per month from a county grant.

***Based on 7,500 gallons per month.

INTERNAL SERVICE FUNDS

THESE FUNDS FINANCE INTERDEPARTMENTAL GOODS AND SERVICES ON A COST-REIMBURSEMENT basis from a variety of end-user funds. Internal Service Funds are supported by user fees already included as expenses to other funds in this report. Operating expenses do not include debt service, capital outlay or transfers to other funds.



	2004 BUDGET	2005 BUDGET
EQUIPMENT POOL	\$2,479,282	\$2,470,863
FACILITIES REPLACEMENT	2,325,770	2,659,200
INFORMATION SYSTEMS	3,064,932	3,360,385
INSURED BENEFITS	5,852,100	6,582,073
PUBLIC SAFETY RADIO	200,135	424,163
SELF-INSURANCE	**	**
SUPPORT SERVICES	501,417	554,248

**Working capital goals/insurance reserves established and maintained.

SPECIAL REVENUE FUNDS

THESE FUNDS ACCOUNT FOR REVENUES USED FOR SPECIFIC PURPOSES INCLUDING HOUSING AND community development, communications, public health initiatives and law enforcement activities.

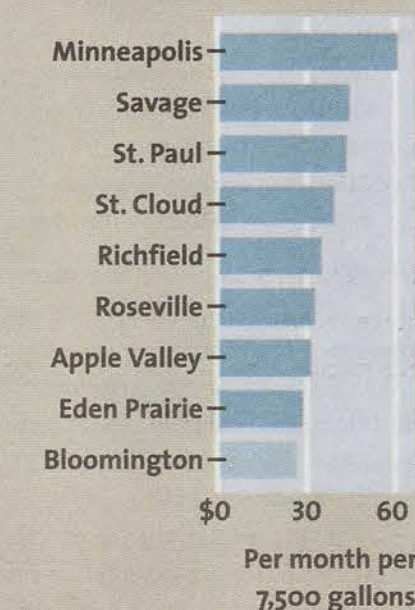
	2004 BUDGET	2005 BUDGET	FUNDING
COMMUNITY DEVELOPMENT	\$30,000	\$120,000	Environmental review fees
COMMUNITY SERVICES	868,920	902,449	Franchise fee/other fund charges
PUBLIC HEALTH SPECIAL REVENUE			
809,073			
772,140			
PUBLIC SAFETY	4,615,846	3,186,605	One-time reimbursement*
PENSION RESIDUAL ASSET FUND			
232,000			
243,900			
Forfeited assets and grants			

*Used for specific police capital and operating expenses.

2005 RESIDENTIAL WATER AND SEWER RATE SURVEY

MONTHLY COSTS TO RESIDENTS IN NINE cities for water and sewer service in 2005 range from \$26.52 per 7,500 gallons in Bloomington to \$61.38 in Minneapolis. Most of these cities, including Bloomington, soften their water before distribution to residents.

The City's softened water and sewer services are bargains at only 1 cent per 2.8 gallons – another example of how the City's quality services are a good value for your dollar.



COMMUNICATIONS TAKES HOME THE GOLD

THE CITY COLLECTED EIGHT AWARDS for its communications efforts from local and national organizations in 2004. Four of the awards paid tribute to the grand opening events for Bloomington Civic Plaza. The honors included:

City-County Communications and Marketing Association

Silver Circle Award:

Bloomington Civic Plaza Debut

League of Minnesota Cities

City Achievement

Communications Award:

Briefing and Insider makeover

National Association of

Telecommunications Officers and Advisors

Third Place: "Bloomington Today:

Year in Review 2003" cable

program

Minnesota Association of Government Communicators

Award of Excellence:

Bloomington Civic Plaza Debut

Award of Merit:

Internal periodicals

Award of Merit: "Only on Cable"

public service announcement

Association for Women in Communications – Twin Cities Chapter

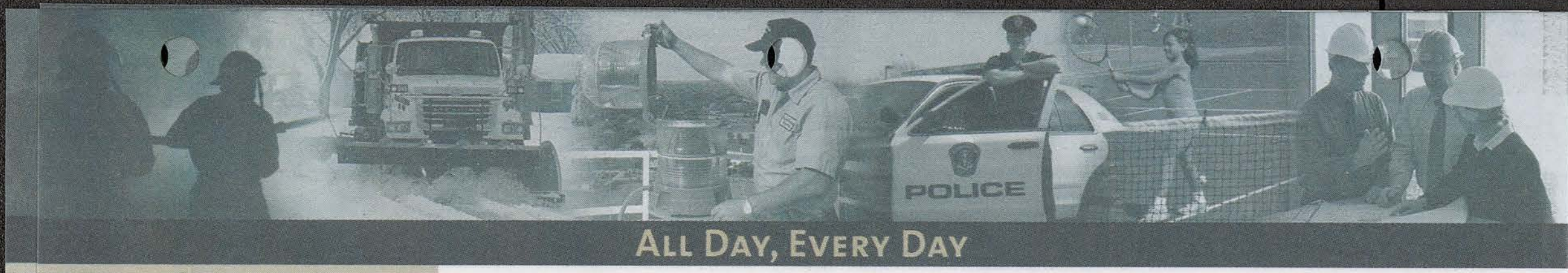
Award of Merit:

Bloomington Civic Plaza Debut

International Association of Business Communicators - District 4

Award of Merit:

Bloomington Civic Plaza Debut



ALL DAY, EVERY DAY

ABOUT THIS REPORT

THE CITY COUNCIL PRESENTS THIS CORPORATE report of financial and related information to show how Bloomington's city government performs. This publication does not include Housing and Redevelopment Authority or Port Authority budgets.

Mayor

Gene Winstead, 952-888-1258 (h); gwinstead@ci.bloomington.mn.us

Councilmembers

council@ci.bloomington.mn.us
Dave Abrams, 952-833-0505 (h)
Steve Elkins, 612-578-2103 (c)
Amy Grady, 952-884-6502 (h)
Heather Harden, 952-835-5919 (h)
Steve Peterson, 952-884-3262 (h)
Vern Wilcox, 952-854-1425 (h)

City Manager

Mark Bernhardtson, 952-563-8780
citymanager@ci.bloomington.mn.us

Assistant City Manager

Clark Arneson, 952-563-8921
carneson@ci.bloomington.mn.us

The City of Bloomington reports financial year-end results in the 155-page *Comprehensive Annual Financial Report* (CAFR). This popular report summarizes the most significant data from the 2004 CAFR and the 2005 *Annual Budget*, and is consistent with Generally Accepted Accounting Principles. The report reflects the net tax cost by service expenditure developed by crediting related revenues against appropriate expenditures and allocating local taxes against the remaining balance.

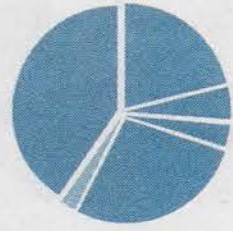
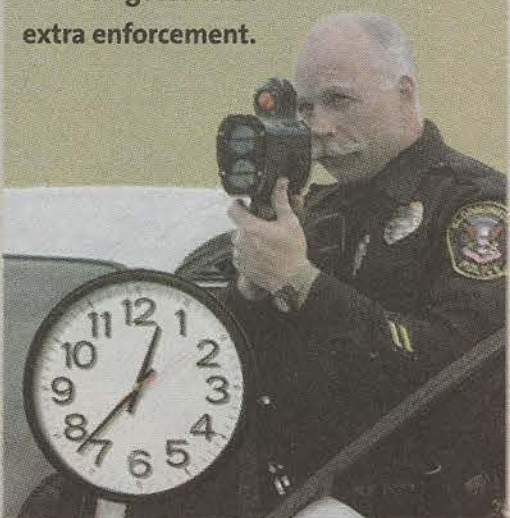
The City of Bloomington Corporate Report to the Community is unaudited. This popular report format has been used for the past seven years and is also available on our Web site at www.ci.bloomington.mn.us.

For a complete review of the City's financial position for 2004, consult the CAFR for the Year Ended December 31, 2004, available from the Hennepin County Library, Bloomington Finance Department or the City's Web site. To view the 2005 *Annual Budget*, visit www.ci.bloomington.mn.us, or for more information, call 952-563-8790.

WHAT DO YOU THINK?

DIRECT COMMENTS AND SUGGESTIONS to the Finance Department, phone: 952-563-8790, e-mail: finance@ci.bloomington.mn.us. Visit www.ci.bloomington.mn.us to find out more about City services.

Bloomington's increase in traffic law enforcement has resulted in a decrease in personal injury accidents by more than 40 percent. Beginning in 2004, high-volume crash areas were targeted with extra enforcement.



CAPITAL PROJECTS

CAPITAL PROJECTS PURCHASE AND IMPROVE MAJOR ASSETS such as land, structures, equipment and streets.



AIRPORT SOUTH PROJECT

More than \$100 million has been budgeted over the next five years for infrastructure improvements in this development district. The project is being funded from tax increment financing revenues and is in its first year of a revised five-year program. Anticipated 2005 capital expenditures total \$2 million for American Boulevard. See right. An additional \$50,000 in maintenance costs will be included in the operating budget.

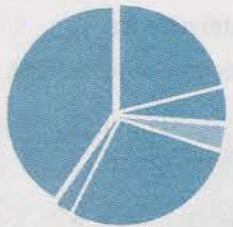


PARKS

Major park improvements scheduled in 2005 include development of Bush Lake Road Trail, improvements to the Minnesota River Trail for \$1.2 million and baseball field improvements for \$1 million. Replacing playground equipment and addressing accessibility concerns will also be implemented with no effect on operating costs.

PAVEMENT MANAGEMENT

The Pavement Management Program is a funding and implementation plan for repair, maintenance and reconstruction of Bloomington roadways. Identified needs are funded through state aids, assessments and an annual levy. To maximize efficiency, the most opportune time to repair streets is calculated and the funding needs are levied over several years. Approximately \$6.4 million is budgeted for program expenditures in 2005.



DEBT SERVICE

MANY COMMUNITY NEEDS MUST BE MET BY THE CITY OF BLOOMINGTON, INCLUDING STREET AND infrastructure work, construction projects and equipment purchases. The City's ability to issue future debt at lower interest rates will provide for our community's upkeep and renewal without substantially increasing property taxes for debt service.

OUTSTANDING DEBT

The City's total outstanding General Obligation debt on December 31, 2004, was \$35 million. The statutory debt limit for Bloomington is \$193,740,000 or \$2,270 per capita.

The City's net debt per capita is \$370. See right. The net debt includes all general obligation debt of the City, the Housing and Redevelopment Authority and the Port Authority.

Half of Bloomington's debt will be paid off in 10 years – a sign of a strong financial organization.

	2004 BUDGET	2005 BUDGET
	\$10,477,717	\$2,352,009

AMERICAN BOULEVARD KEY LINK BEGAN IN 2004

American Boulevard will provide an alternative way to travel across the community and help ease Interstate congestion. The route runs along I-494 between East Bush Lake Road and 34th Avenue. Several segments have been completed over the last five years.

A bridge over I-35W, the key link to connect the east and west sides of American Boulevard, began construction in August 2004. The \$12.5 million bridge is scheduled to open in fall 2005. A federal grant funds 80 percent of construction costs. The City of Bloomington and the Minnesota Department of Transportation also support the project.



SPORTS AND LEISURE

FOR INFORMATION, CALL PARKS AND RECREATION AT 952-563-8877.

YOUTH PROGRAMS

EXPLORE THE POSSIBILITIES THIS SUMMER

Download a registration form at www.ci.bloomington.mn.us, keywords: Youth program.

SUMMER ADVENTURE PLAYGROUNDS

Ages 6 - 12.

JOIN YOUR FRIENDS FOR GAMES, SPORTS, STORY TIME, ARTS AND crafts, carnivals and special weekly events. Adult supervisors are experienced in recreation and youth leadership.

When: Monday - Friday, 10 a.m. - 4 p.m.
June 13 - August 12. (No program Monday, July 4.)
Where: Brookside, Bryant, Brye, Kelly, Poplar Bridge, Running, Smith, Sunrise and Westwood Parks.
Cost: \$28 for full program; \$0.75 daily. Field trips extra.
To register: Call Parks and Recreation.



DAY CAMP KOTA

Ages 7 - 12.

WHILE LEARNING BASIC camping skills, children will develop an

appreciation for the outdoors. They will explore nature, camp craft skills and meal preparation. Activities include swimming, canoeing, arts and crafts, field trips and an overnight camp. Now available:

Before and after camp childcare.

When: Monday - Friday, 8:30 a.m. - 3 p.m.
Session I July 25 - July 29. Session III August 8 - 12.
Session II FULL. Session IV FULL.
Where: Bush Lake Picnic Shelter #3, 9140 East Bush Lake.
Cost: \$134 per week.
To register: Call Parks and Recreation.

FUNDRAISING EVENTS



AMERICAN CANCER SOCIETY'S RELAY FOR LIFE

JOIN IN FUNDRAISING EFFORTS TO eliminate cancer Friday - Saturday, August 5 - 6, at Lincoln Stadium, 8900 Queen Ave. S. For more information, call Barb Michaels-Rauen at 952-881-2805.

BLOOMINGTON ATHLETIC ASSOCIATION (BAA) 18-HOLE GOLF SCRAMBLE AND SCHOLARSHIP FUNDRAISER

THIS BAA FUNDRAISER WILL BE HELD ON SUNDAY, AUGUST 21, at DWAN Golf Course, 3301 W. 110th St. Tee times begin at 11 a.m. Cost is \$65 per person and includes cart, food and prizes. Corporate sponsors and prize donations are needed. For more information, call Jim Hunt at 952-830-0908.

ADULT SPORTS

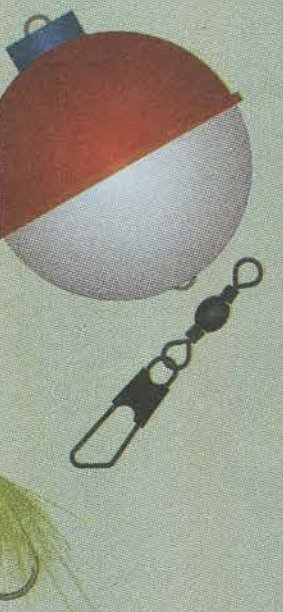
TENNIS LESSONS – USA TENNIS 1-2-3

Who: Ages 16 and over.
Skill level: I - Instruction: Learn basic skills with innovative teaching techniques, drills and games.
II - Supervised Play: Low-key doubles play. Learn strategy, tiebreakers, scoring and service rotation with a variety of tennis players.
Where: Dred Scott, 10820 Bloomington Ferry Road.
When: Monday and Wednesday
Session Date Level I Level II
I June 13 - 29 6 p.m. 7 p.m.
II July 11 - 27 7 p.m. 8 p.m.
III August 1 - 17 7 p.m. 8 p.m.
Cost: \$48 per person for six one-hour lessons.
Class size: Minimum 4 students; maximum 8.
To register: Required. Call Parks and Recreation.



SUMMER SPECTRUM 2005

PARKS AND RECREATION, COMMUNITY EDUCATION and the Bloomington Art Center provide great opportunities to participate in sports, art classes, educational programs and more. For more information, call Parks and Recreation, e-mail spectrum@ci.bloomington.mn.us or visit www.ci.bloomington.mn.us, keyword: Spectrum.



ADAPTIVE RECREATION & LEARNING EXCHANGE (AR&LE)

AR&LE OFFERS SPECIALLY-DESIGNED PROGRAMS FOR YOUTH AND adults with disabilities through a collaboration of the cities of Bloomington, Richfield, Edina and Eden Prairie, as well as the Learning Exchange and the Community Education Adults with Disabilities program. For more information, visit www.ci.bloomington.mn.us, keywords: Adaptive recreation.

SWIMMING

BLOOMINGTON FAMILY AQUATIC CENTER

301 E. 90th St.

JOIN YOUR FRIENDS AND NEIGHBORS FOR ANOTHER FUN-FILLED season at the Bloomington Family Aquatic Center. Purchase your season passes at the Parks and Recreation office or at the Aquatic Center beginning June 11.

When:	June 11 - August 22, noon - 8 p.m.
Cost:	Age Daily Admission After 5 p.m.
	Under 1 year Free Free
	1 - 5 years \$4.50 \$3.50
	6 - 54 years \$6.50 \$4.50
	55 + years \$4.50 \$3.50

Season pass:	Individual	Family (2 people)
Resident	\$35 + tax	\$70 + \$10 each add'l + tax.
Non-resident	\$60 + tax	\$125 + \$10 each add'l + tax.

BUSH LAKE BEACH

9140 E. Bush Lake Road

REACH FOR THE BEACH! BUSH LAKE BEACH FEATURES A BEACH house with changing rooms and a concession stand.

When: June 11 - August 22.
Time: Noon - 8 p.m.
Parking pass: \$25 season; \$4 daily.

SWIMMING LESSONS

SWIMMING LESSONS ARE AVAILABLE AT the Aquatic Center and Bush Lake Beach. Look for details in the *Summer Spectrum* brochure.



REEL 'EM IN RECREATIONAL FISHING FOR YOUTH AND FAMILIES



GRAB YOUR FISHING poles – the fish are biting at Smith Park, 8155 Park Ave. S. Around 800 adult bluegills and 200 crappies were released in the park's pond in April. Since 2001, the Department of Natural Resources (DNR) has stocked Smith Park's 8.6-acre pond as part of their Fishing in the Neighborhood program. A 64-foot floating fishing pier is located on the southeast portion of the pond.

You can also fish for bluegills, crappies, catfish and largemouth bass at the Youth Fishing Pond at 86th Street and Old Shakopee Road. For information, call Mark Nemeth at 952-826-6764 or visit www.dnr.state.mn.us/fishing.



ARTS IN THE PARKS

BLOOMINGTON PARKS COME ALIVE WITH entertainment this summer. Bring a blanket or a lawn chair and enjoy performing artists and special events. For more information or in case of inclement

weather, call the Parks and Recreation 24-hour information line at 952-563-8878.

PARK LOCATIONS

Bloomington Civic Plaza,
1800 W. Old Shakopee Road.

Brye, 10500 Xavier Ave. S.

Bush Lake Beach, 9140 E. Bush Lake Rd.

Maplewood, 131 E. 95th St.

Moir, 104th and Morgan Ave. S.

Normandale Lake Bandshell,
84th Street and Chalet Road.

Pond-Dakota, 401 E. 104th St.

Running, 9501 12th Ave. S.

Smith, 8155 Park Ave.

Sunrise, 9401 Bloomington Ferry Road
Valley View, 9000 Portland Ave. S.

JUNE

13	10:30 a.m.	Monday Mornings in the Parks, Mike Monson, Juggler	Maplewood
16	7 p.m.	John Philip Sousa Band	Bandshell
20	10:30 a.m.	Monday Mornings in the Parks, The Wonderful World of Woody	Sunrise
21	7 p.m.	Eden Prairie Community Band	Bandshell
23	7 p.m.	The Blackbirds	Bandshell
27	10:30 a.m.	Monday Mornings in the Parks, Rachael Kroog	Smith
28	7 p.m.	Summer Spectrum Star Search	Bandshell
30	7 p.m.	Boyd Lee and Joe Cruz	Bandshell

JULY

3	5 - 10 p.m.	Summer Fete	Bandshell
	2 - 9 p.m.	Carnival Games (84th and Normandale)	
	4 - 4:45 p.m.	Splatter Sisters	
	5 - 6 p.m.	Paul Holland and The Supafuzz	
	6:30 - 8 p.m.	High and Mighty	
	8:45 - 10 p.m.	Bloomington Medalist Band	
	Dusk	Fireworks	
5	7 p.m.	Calhoun Isles Community Band	Bandshell
7	7 p.m.	Bavarian Musikmeisters	Bandshell
10	1 - 4 p.m.	Sandcastles	Bush Lake Beach
	1:30 p.m.	Limbo Contest and Worm Race	
	2 - 3 p.m.	Will Hale and the Tadpole Parade	
	3:30 p.m.	Sandcastle Judging	
11	10:30 a.m.	Monday Mornings in the Parks, Brian Richards, Magician	Brye
12	7 p.m.	Twin City Show Chorus	Bandshell
14	7 p.m.	Big Walter Smith and the Groove Merchants	Bandshell
18	10:30 a.m.	Monday Mornings in the Parks, Wiggle, Jiggle and Jam	Civic Plaza
19	7 p.m.	Brio Brass	Bandshell
21	7 p.m.	The Mullet River Boys	Bandshell
24	12 - 5:30 p.m.	Fiesta de Música Latina	Bandshell
	12 - 1 p.m.	Caribe y Sur	
	1:30 - 2:30 p.m.	Trio Mexico	
	3 - 4 p.m.	Ticket to Brasil	
	4:30 - 5:30 p.m.	Salsa del Soul	
25	10:30 a.m.	Monday Mornings in the Parks, Dazzling Dave	Running
26	7 p.m.	Star of the North Concert Band	Bandshell
28	7 p.m.	Junkyard Lilies	Bandshell

AUGUST

1	10:30 a.m.	Monday Mornings in the Parks, Schiffelly Puppets	Valley View
2	7 p.m.	Minnesota State Band	Bandshell
4	7 p.m.	Tangled Roots	Bandshell
8	10:30 a.m.	Monday Mornings in the Parks, Fish Painting and Demos with the DNR	Bush Lake Beach
9	7 p.m.	Bloomington Good Times Chorus	Bandshell
11	7 p.m.	Barbary Coast Dixieland Band	Bandshell
14	12 - 5:30 p.m.	Bloomington Jazz Festival	Bandshell
	12 - 1 p.m.	TriPLICATE	
	1:30 - 2:30 p.m.	Stan Bann Big Band	
	3 - 4 p.m.	Red Wolfe's "Ellington Echoes" Memorial Band	
	4:30 - 5:30 p.m.	JazzMN	
15	10:30 a.m.	Monday Mornings in the Parks, Minnesota Zoomobile	Moir
16	7 p.m.	Jerry Kosack	Bandshell
18	7 p.m.	Bloomington Symphony Orchestra	Bandshell

SEPTEMBER

17	10 a.m. - 4 p.m.	River Rendezvous Fall History Festival	Pond-Dakota
----	------------------	---	-------------

SUMMER FETE

CELEBRATE OUR NATION'S FREEDOM AT the Normandale Lake Bandshell on **Sunday, July 3, 2 p.m.** Enjoy music, food, carnival games, and exhibits from the Bloomington Police and Fire Departments, and of course, the annual fireworks display at dusk. Park across 84th Street.



FIESTA DE MÚSICA LATINA

ENJOY SOME OF THE TWIN Cities' best Latin music on **Sunday, July 24, noon to 5:30 p.m.** at the Normandale Lake Bandshell. Park across 84th Street.

SUMMER FETE NEEDS YOUR ASSISTANCE

Use the envelope recently sent in your water bill or call 952-563-8877 for details on ordering Summer Fete T-shirts and buttons or to make a donation.

BLOOMINGTON JAZZ FESTIVAL

MINNESOTA'S FINEST JAZZ artists will perform on **Sunday, August 14, noon to 5:30 p.m.** the Normandale Lake Bandshell. Park across 84th Street.



BLOOMINGTON CENTER FOR THE ARTS

LOCATED IN BLOOMINGTON CIVIC PLAZA AT THE CORNER OF WEST 98TH STREET AND Old Shakopee Road, the Center for the Arts is a first-class facility housing eight arts organizations. For facility information, call 952-563-8889. For exhibit information and events, call 952-563-8567.

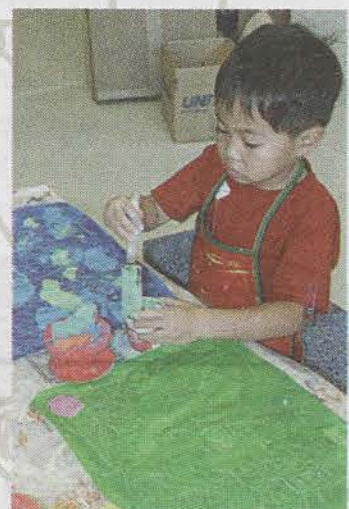
CLASSES

BLOOMINGTON ART CENTER

Art, clay and theater camps are available for youth, ages 3-1/2 to 16, June 13 - August 26. To request a summer catalog or to register, visit www.bloomingtonartcenter.com or call 952-563-8587.

CONTINENTAL BALLET COMPANY

A variety of programs are available including beginning and intermediate classes for teens and adults. Advanced and professional dancers can take intensive technique classes. Classes begin June 27. To register or for more information, call 952-563-8562.



EXHIBITIONS

BLOOMINGTON ART CENTER (BAC)

952-563-8570

INEZ GREENBERG GALLERY

The 29th Annual Members' Juried Exhibition runs through July 8.

Metaphor and Myth, running July 15 - August 19, features artists Jeannine Spooner Kitzhaber and Margo



Selski. An artist reception will be Friday, July 15, 6 - 8 p.m.

GALLERY HOURS

Monday - Friday	8 a.m. - 10 p.m.
Saturday	9 a.m. - 5 p.m.
Sunday	1 p.m. - 10 p.m.

ATRIUM GALLERY

Woods and Water:

A Seasonal Perspective, running June 16 - July 29, features artist Catherine Hearding. Opening reception will be Thursday, June 16, 6 - 8 p.m.

Life Is Fun!! - 25 Years in Children's Books, running August 4 - September 16, features Bloomington author and artist Nancy Carlson. Opening reception will be Thursday, August 4, 6 - 8 p.m. Carlson will do a reading and book signing Saturday, August 13, 10 a.m. - noon.

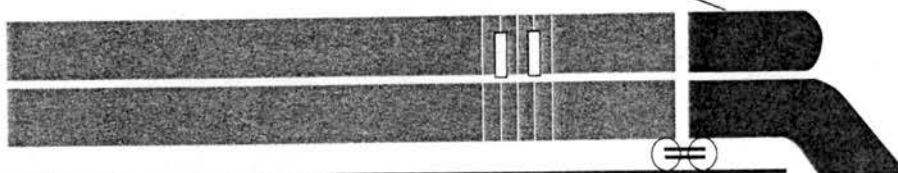


BLACK BOX THEATER

GALLERY PLAYERS AND THEN THERE WERE NONE

One of Agatha Christie's great whodunits directed by Dohn Thibault. **Thursdays - Saturdays, June 9 - 25, 7:30 p.m.** Friday, June 24, is American Sign Language interpreted. Tickets are \$12 adults; \$10 seniors, students and groups.

FOR TICKETS, CALL 952-563-8587 OR VISIT WWW.BLOOMINGTONARTCENTER.COM.



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

June 14, 2005

Immediately following County Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes from May 17, 2005 RCRRRA meeting

ADMINISTRATIVE AGENDA

2. * Ratify Partial Payment No. 3 in the amount of \$18,264.69 to St. Paul Port Authority for property acquisition/easement services for the Union Depot project for April 2005
3. * Ratify Partial Payment No. 16 in the amount of \$5,433.75 to Goff and Howard Inc. for consulting services on the Central Corridor Phase 2 Transit Study for April 2005
4. * Ratify Partial Payment No. 15 in the amount of \$61,299.42 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 Transit Study for February 26, 2005 to April 1, 2005
5. * Ratify Partial Payment No. 3 in the amount of \$8,908.63 to Tunheim Partners for communication and community organizing services on the Union Depot study for April 2005

POLICY AGENDA

6. * State bonding requests
7. * Approve addition of two FTE's to staff for Ramsey County Regional Railroad Authority; and approve budget transfer of \$67,748 from its Contingent account to its County Project Management Services account

(Continued on back)

8. * Approve contract with Kennedy and Graven for intergovernmental relations in the amount not to exceed \$32,145.27 for August 1, 2005 through July 31, 2006; and authorize the Chair of the RCRRA to execute the contract
 9. * Approve Permit PNE089 with the City of Maplewood for a Trail Connection to the Bruce Vento Regional Trail
 10. * Approve RCRRA Lease 026 with 3M near Forest Street in St. Paul and authorize Chair of the RCRRA to sign the lease
 11. Central Corridor update – Kathy DeSpiegelaere and Steve Morris presenters
 12. Update on National Register Nomination of Theodore Hamm Brewing Company District – Alicia Vap - presenter
- * Action is requested

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on May 17, 2005, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Toni Carter
Commissioner Jim McDonough
Commissioner Victoria Reinhardt
Commissioner Janice Rettman (arrived at 11:10 a.m.)
Commissioner Jan Parker

OTHERS PRESENT: Kathy DeSpiegelaere, Alicia Vap, David Twa, Steve Morris, Kris Longhenry, Julie Kleinschmidt, Dick Wolsfeld, Gary Erickson, Priscilla Lee, Sandra Westerman, Jane McClure, Lester Bagley, Lisa Lee, Mark Voerding, Darwin Lookingbill

Chair Ortega called the RCRRA meeting to order at 11:05 a.m.

ADMINISTRATIVE AGENDA

1. Approve minutes from April 19, 2005 RCRRA meeting

A motion was made by Commissioner Bennett, seconded by Commissioner McDonough, to approve the minutes from April 19, 2005 RCRRA Executive Session and RCRRA meeting.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

2. Ratify Partial Payment No. 2 in the amount of \$5,711.88 to Tunheim Partners for communication and community organizing services on the Union Depot project for March 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Parker, to ratify Partial Payment No. 2 in the amount of \$5,711.88 to Tunheim Partners for communication and community organizing services on the Union Depot project for March 2005.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Tunheim Partners for communications and community organizing services on the Union Depot project; and

WHEREAS, Tunheim Partners has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 2005; 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, Tunheim Partners Invoice No. 03070, Partial Payment No. 2 in the amount of \$5,711.88 attachments thereto, provide the correct documentation of payments due Tunheim Partners through March 2005; Now, Therefore Be It

RESOLVED, Payment to Tunheim Partners in the amount of \$5,711.88 for services rendered through March 2005 is hereby ratified.

3. Ratify Partial Payment No. 9 in the amount of \$12,542.45 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for February 19, 2005 to March 18, 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Parker, to ratify Partial Payment No. 9 in the amount of \$12,542.45 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for February 19, 2005 to March 18, 2005.

Roll call vote was taken:

Ayes – 6, Nays – 0
Motion accepted

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of Metropolitan Council for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Metropolitan Council has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 18, 2005; 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-3719, Partial Payment No. 9, in the amount of \$12,542.45 attachments thereto, provide the correct documentation of payments due Metropolitan Council through March 18, 2005; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$12,542.45 for services rendered through March 18, 2005, is hereby ratified.

4. Ratify Partial Payments Nos. 14 and 15 in the amount of \$16,085.00 to Goff and Howard Inc. for consulting services on the Central Corridor Phase 2 Transit Study for February and March 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Parker, to ratify Partial Payments Nos. 14 and 15 in the amount of \$16,085.00 to Goff and Howard Inc. for consulting services on the Central Corridor Phase 2 Transit Study for February and March 2005.

Roll call vote was taken:

Ayes – 6; Nays – 0
Motion Accepted

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of Goff and Howard, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Goff and Howard, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 2005; 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, Goff and Howard, Inc. Invoice No. 9124, Partial Payment No. 14 in the amount of \$7,668.75 and Invoice No. 9168, Partial Payment No. 15 in the amount of \$8,416.25 attachments thereto, provide the correct documentation of payments due Goff and Howard, Inc. through March 2005; Now, Therefore Be It

RESOLVED, Payment to Goff and Howard, Inc. in the amount of \$16,085.00 for services rendered through March 2005 is hereby ratified.

5. Ratify Partial Payment No. 14 in the amount of \$102,929.79 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 Transit Study for January 29, 2005 to February 25, 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Parker, to ratify Partial Payment No. 14 in the amount of \$102,929.79 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 Transit Study for January 29, 2005 to February 25, 2005.

Roll call vote was taken:

Ayes – 6; Nays – 0
Motion Accepted

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of DMJM+Harris, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, DMJM+Harris, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 25, 2005; 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, DMJM+Harris, Inc. Invoice No. 100-2652-5, Partial Payment No. 14, in the amount of \$102,929.79 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through February 25, 2005; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$102,929.79 for services rendered through February 25, 2005, is hereby ratified.

6. Ratify Partial Payment No. 3 in the amount of \$9,726.37 to Washington County for consulting services on the Red Rock Alternatives Analysis/Scoping Study for December 2004 through January 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Parker, to ratify Partial Payment No. 3 in the amount of \$9,726.37 to Washington County for consulting services on the Red Rock Alternatives Analysis/Scoping Study for December 2004 through January 2005.

Roll call vote was taken:

Ayes – 6; Nays – 0

Motion Accepted

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has entered into an agreement with Washington County Regional Railroad Authority (WCRRA), Dakota County Regional Railroad Authority (DCRRA) and Hennepin County Regional Railroad Authority (HCRRA) for consulting service for the completion of the Red Rock Corridor Alternatives Analysis/Scoping Study; and

WHEREAS, RCRRA has approved funding \$168,750 or 37.5% of the total cost of this Study (per RCRRA resolution R03-23); and

WHEREAS, Washington County is managing this Study;

WHEREAS, the consultants have satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through January 2005; 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, Washington County Partial Payment No. 3, Invoice No. 43925, in the amount of \$8,744.98 and Invoice No. 44467 in the amount of \$981.39 attachments thereto, provide the correct documentation of payments due Washington County through January 31, 2005; Now, Therefore Be It

RESOLVED, Payment to Washington County in the amount of \$9,726.37 for services rendered through January 31, 2005, is hereby ratified.

7. Ratify Partial Payment No. 1 in the amount of \$6,095.00 and Partial Payment No. 2 in the amount of \$8,442.52 to St. Paul Port Authority for negotiation of property acquisition and negotiation of an easement through the Union Depot through March 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Parker, to ratify Partial Payment No. 1 in the amount of \$6,095.00 and Partial Payment No. 2 in the amount of \$8,442.52 to St. Paul Port Authority for negotiation of property acquisition and negotiation of an easement through the Union Depot through March 2005.

Roll call vote was taken:

Ayes - 6; Nays - 0
Motion Accepted

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of St. Paul Port Authority for negotiation of property acquisition and negotiation of an easement through the Union Depot project; and

WHEREAS, St. Paul Port Authority has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through March 2005; 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, St. Paul Port Authority Invoice No. 1, Partial Payment No. 1 in the amount of \$6,095.00 and Invoice No. 2, Partial Payment No. 2 in the amount of \$8,442.52 attachments thereto, provide the correct documentation of payments due Tunheim Partners through March 2005; Now, Therefore Be It

RESOLVED, Payment to St. Paul Port Authority in the amount of \$14,537.52 for services rendered through March 2005 is hereby ratified.

POLICY AGENDA

8. Federal Transit Administration cost effectiveness criteria presentation

(Commissioner Rettman arrived at this time).

Dick Wolsfeld, DMJM + Harris, presented information on the Federal Transit Administration's (FTA) cost effectiveness criteria. He described the user benefit analysis, which measures cost per hour of travel time-savings. He stated that FTA uses a threshold of \$25.00 per hour of travel time-savings, to be considered for project funding.

Mr. Wolsfeld explained the concept of rail bias, where given the same travel time from one point to another, traveling on a bus or light rail, between 5 and 30 percent more people will take light rail than will ride the bus. He commented that Central Corridor is talking with FTA to use rail bias in their forecasting process.

Mr. Wolsfeld reported on the initial user benefit analysis of the Northstar Corridor and what modifications were done to bring the user benefit number down to acceptable levels. He explained that the highest ridership station was removed from the project to get to the \$25.00 threshold. Chair Ortega asked whether FTA could be petitioned again for funding to add the dropped station. Mr. Wolsfeld answered that the user benefit analysis would again need to be performed to get federal dollars. He also commented that FTA projects are funded by Congress and therefore the process can be political.

There was discussion regarding the adding or dropping of stations and other features that would impact the final user benefit analysis number, and whether those decisions should be disclosed to FTA. Mr. Wolsfeld commented that it is best to be upfront with FTA about plan intentions and if changes were to be considered for the future, to ask FTA if the project could be redefined. Mr. Wolsfeld noted that if substantial changes were made to the plan, a record of decision on the Federal Environmental Impact Statement on the proposed action would be needed from FTA.

Mr. Wolsfeld commented that the cities of St. Paul and Minneapolis made the decision to pursue development near the stations rather than build park and ride lots. He also noted that historically, project designers underestimate the number of park and ride users. He explained that an alternative to park and ride lots is structured parking, but that creates additional capital costs to the project. Commissioner Parker commented that this is a flaw in the planning that could create problems in the neighborhoods where the stations are located. Kathy DeSpiegelaere noted that this issue will be addressed in Preliminary Engineering and that St. Paul and Minneapolis will be presenting land use plans at the Central Corridor Coordinating Committee meeting on May 19, 2005.

9. 2006 State Legislative Requests

Ms. DeSpiegelaere presented the 2006 Request for State Bonding.

The vote on this agenda item was delayed. Ms. DeSpiegelaere will distribute detailed information on the bonding requests to RCRRA.

The meeting adjourned at 12:10 pm.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Sprague
Authorized Signature

6/7/05
Date

Board Action Requested

Ratify Partial Payment No. 3 in the amount of \$18,264.69 to St. Paul Port Authority for negotiation of property acquisition and negotiation of an easement through the Union Depot through April 2005.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of St. Paul Port Authority for the purpose of negotiation of property acquisition and negotiation of an easement through the Union Depot. Partial Payment in the amount of \$18,264.69 for the period ending April 2005 will be issued upon approval by the Director of Ramsey County Regional Railroad Authority in accordance with contract provisions and Rail Authority Resolution No. R04-67. Payment documentation is being submitted for ratification in compliance with the latter.

See attached:

1. Proposed resolution ratifying partial payment
2. Accounts Payable form and Partial Payment No. 3
3. St. Paul Port Authority Invoice No. 3 and attachments.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longhurry
Signature

June 7, 2005

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 St. Paul Port Authority for negotiation of property acquisition and negotiation of an easement through the Union Depot project; and

WHEREAS, St. Paul Port Authority has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through April 2005; 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, St. Paul Port Authority Invoice No. 3, Partial Payment No. 3 in the amount of \$18,264.69 attachments thereto, provide the correct documentation of payments due St. Paul Port Authority through April 2005; Now, Therefore Be It

RESOLVED, Payment to St. Paul Port Authority in the amount of \$18,264.69 for services rendered through April 2005 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003182

VOUCHER
Purchase Order Voucher

Page No.
Run Date: 10.May.2005
Run Time: 3:37:59 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
May.2005	3	09.May.2005	0000108945	ST PAUL PORT AUTHORITY	ONL	LONGHEKR P		10.May.2005	U	Due Now
Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip			
\$18,264.69	\$0.00	1900 LANDMARK TOWERS	345 ST PETER STREET		ST PAUL	MN	55102			
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000729	\$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 Service	\$18,264.69	918070001	\$18,264.69		Y	Y	Y	N	RRA	0000000427	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
	421522	12501	150112	00000				2005			\$18,264.69			N

Account Name: Other Professional Services

Department Name: Union Depot Study

Item Comments-Check Stub

Invoice No. 3, dated 5/9/05
Licenses of property acquisition/easement for Union Depot for April 2005

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. L. Longhekr

Date

5/14/05

2

St. Paul Port Authority Union Depot Invoices

	Invoice #1 12/29/04-2/28/05	Invoice #2 March-05	Invoice #3 April-05
Period of service			
LABOR	\$3,300.00	\$1,677.50	\$852.50
DIRECT COSTS	\$2,795.00	\$6,765.02	\$17,412.19
ADJUSTMENTS	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$6,095.00	\$8,442.52	\$18,264.69
RETAINAGE (5%)	\$0.00	\$0.00	\$0.00
NET PAY INVOICE	\$6,095.00	\$8,442.52	\$18,264.69
Direct Costs:			
Old Republic	\$995.00	\$0.00	\$0.00
Dahlen, Dwyer & Foley, Inc.	\$1,800.00	\$0.00	\$0.00
Briggs and Morgan	\$0.00	\$6,765.02	\$17,412.19
Total Direct Costs	\$2,795.00	\$6,765.02	\$17,412.19
Amount spent on contract	\$6,095.00	\$14,537.52	\$32,802.21
Balance of contract	\$42,705.00	\$34,262.48	\$15,997.79

W

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000108945
ST PAUL PORT AUTHORITY
1900 LANDMARK TOWERS
345 ST PETER STREET
ST PAUL MN 55102
United States

Purchase Order	Date	Revision	Page
RRA - 0000000427	01/11/2005		1
Payment Terms	Freight Terms		Ship Via
Due Now	Origin PPD Allowed		US MAIL
From Date	To Date		
Buyer: RRA	Currency Code: USD		

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

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

Tax Exempt? Y Tax Exempt ID: 999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Professional Service	1.00	EA	48,800.00	48,800.00	01/11/2005
Schedule Total						48,800.00	

Mfg ID

Item Total 918070001 48,800.00

Total PO Amount 48,800.00

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

Unauthorized

4

SAINT PAUL PORT AUTHORITY

MEMORANDUM

TO: Kathy DeSpiegelaere

DATE: May 9, 2005

FROM: William M. Morin *WMM*

SUBJECT: Invoice

Kathy, here is our invoice for April 2005. Please process for payment.

Thank you.....

*OK
KD
5/10/05*

WMM:ah

cc: Bruce Kessel

~ INVOICE ~

May 9, 2005

TASK I (Parking Lot Sites)

	<u>BUDGET</u>	(April 2005) <u>CURRENT BILLING</u>	<u>PROJECT TOTAL BILLINGS</u>
Port Authority	\$4,400	\$605	\$3,905
Legal	\$10,000	17,412.19	24,177.21
Appraisal / Misc.	<u>\$10,000</u>	<u>- 0 -</u>	<u>\$2,297.50</u>
TOTAL	\$24,400	\$18,017.19	\$30,379.71

TASK II (Union Depot)

	<u>BUDGET</u>	(April 2005) <u>CURRENT BILLING</u>	<u>PROJECT TOTAL BILLINGS</u>
Port Authority	\$4,400	\$ 247.50	\$ 1,925.00
Legal	\$10,000	- 0 -	- 0 -
Appraisal / Misc.	<u>\$10,000</u>	<u>- 0 -</u>	<u>497.50</u>
TOTAL	\$24,400	\$247.50	\$2,422.50

TOTAL PAYMENT DUE PORT AUTHORITY \$ 18,264.69

PARKING LOTS (TASK I)

<u>DATE</u>	<u>DESCRIPTION</u>	<u>HOURS</u>
4/7/05	Meeting w/Rich Pakonen	1.25
4/11/05	Mtg w/Kathy DeSpiegelaere & Commissioner Rafael Ortega	1.00
4/11/05	Mtg w/Kathy DeSpiegelaere & Commissioner Toni Carter	0.75
4/12/05	Revised budget	0.50
4/15/05	Mtg w/Rich P, Song Fawcett, Dan Cole	1.00
4/19/05	Mtg w/County Commissioners	1.00

TOTAL HOURS (April 2005)

	5.50
x per hour	<u>110.00</u>
	<u>\$605.00</u>

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

K. Halpigelau
Authorized Signature

6/7/05
Date

Board Action Requested

Ratify Partial Payment No. 16 in the amount of \$5,433.75 to Goff and Howard, Inc. for consulting services on the Central Corridor Phase 2 study for April 2005.

ACTION IS REQUESTED

Request Justification

- See attached information:
1. Proposed resolution
 2. Accounts Payable form and Partial Payment No. 16
 3. Goff and Howard, Inc. Invoice No. 9218(16) and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longhenny
Signature

June 7, 2005
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 Goff and Howard, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, Goff and Howard, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through April 2005; 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, Goff and Howard, Inc. Invoice No. 9218, Partial Payment No. 16 in the amount of \$5,433.75 attachments thereto, provide the correct documentation of payments due Goff and Howard, Inc. through April 2005; Now, Therefore Be It

RESOLVED, Payment to Goff and Howard, Inc. in the amount of \$5,433.75 for services rendered through April 2005 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003201

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 17.May.2005
Run Time: 3:39:44 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
May.2005	9218	30.Apr.2005	0000030752	GOFF AND HOWARD INC	ONL	LONGHEKR P		17.May.2005	U	Due Now
Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip			
\$5,433.75	\$0.00	255 E KELLOGG BLVD STE 102			ST PAUL	MN	55101			
Bill	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000732	\$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
	Central Corridor Project Desig	\$5,433.75		\$5,433.75		Y	Y	Y	N	RRA	0000000385	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			2003	G205005			\$5,433.75			N

Account Name: Consulting Services

Department Name: RCRRA-Proj/Grant

ent Comments-Check Stub

ice No. 9218, dated 4/30/05
ices for April 2005 on the Central Corridor Phase 2 study

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. Halpern

Date

5/19/05

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: 0000030752
GOFF AND HOWARD INC
255 E KELLOGG BLVD STE 102
ST PAUL MN 55101
United States

Purchase Order	Date	Revision	Page
RRA - 0000000385	04/06/2004		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

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Central Corridor Project Design	1.00	EA	200,000.00	200,000.00	04/06/2004
Schedule Total						200,000.00	

Mfg ID

Item Total 200,000.00

Total PO Amount 200,000.00

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

Unauthorized

3

Goff and Howard, Inc. - Central Corridor Transit Study - Phase 2

Period of Service	Invoice #1 January-04	Invoice #2 February-04	Invoice #3 March-04	Invoice #4 May-04	Invoice #5 June-04	Invoice #6 July-04	Invoice #7 April-04
LABOR	\$2,242.50	\$3,967.50	\$13,800.00	\$10,350.00	\$14,403.75	\$6,066.25	\$6,986.25
DIRECT COSTS	\$0.00	\$0.00	\$93.92	\$2,704.32	\$248.50	\$188.08	\$0.00
ADJUSTMENTS	\$0.00	\$0.00	\$310.51	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$2,242.50	\$3,967.50	\$14,204.43	\$13,054.32	\$14,652.25	\$6,254.33	\$6,986.25
RETAINAGE (0%)	\$112.13	\$198.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NET PAY INVOICE	\$2,130.38	\$3,769.13	\$14,204.43	\$13,054.32	\$14,652.25	\$6,254.33	\$6,986.25
Subcontractors:							
Davis Communications	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CJ Olson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pata Pata, Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DBE's							
CJ Olson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pata Pata, Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total DBE's	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DBE% Total Contract	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Amount spent on contract	\$2,130.38	\$5,899.51	\$20,103.94	\$33,158.26	\$47,810.51	\$54,064.84	\$61,051.09
Balance of contract	\$197,869.62	\$194,100.50	\$179,896.07	\$166,841.75	\$152,189.50	\$145,935.17	\$138,948.92
80% FTA Share	\$1,704.30	\$4,719.60	\$16,083.15	\$26,526.60	\$38,248.40	\$43,251.87	\$48,840.87

Invoice #8 August-04	Invoice #9 September-04	Invoice #10 October-04	Invoice #11 November-04	Invoice #12 December-04	Invoice #13 January-05	Invoice #14 February-05	Invoice #15 March-05
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$7,187.50	\$4,743.75	\$5,893.75	\$7,791.25
\$0.00	\$0.00	\$0.00	\$0.00	\$1,130.92	\$1,775.00	\$1,775.00	\$625.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$8,318.42	\$6,518.75	\$7,668.75	\$8,416.25
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$5,807.50	\$5,577.50	\$5,807.50	\$7,676.25	\$8,318.42	\$6,518.75	\$7,668.75	\$8,416.25
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00	\$1,775.00	\$625.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00	\$1,775.00	\$625.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,125.00	\$1,775.00	\$1,775.00	\$625.00
0.00%	0.00%	0.00%	0.00%	13.52%	27.23%	23.15%	7.43%
\$66,858.59	\$72,436.09	\$78,243.59	\$85,919.84	\$94,238.26	\$100,757.01	\$108,425.76	\$116,842.01
\$133,141.42	\$127,563.92	\$121,756.42	\$114,080.17	\$105,761.75	\$99,243.00	\$91,574.25	\$83,158.00
\$53,486.87	\$57,948.87	\$62,594.87	\$68,735.87	\$75,390.60	\$80,605.60	\$86,740.60	\$93,473.60

5/17/2005

Goff and Howard Invoice Audit - Phase 2

5

Invoice #16
April-05
\$5,433.75
\$0.00
\$0.00
\$5,433.75
\$0.00
\$5,433.75
\$0.00
\$0.00
\$0.00
\$0.00
\$0.00
\$0.00
0.00%
\$122,275.76
\$77,724.25
\$97,820.60

6

INVOICE #9218

April 30, 2005

Mr. Steve Morris
Ramsey County Regional Rail Authority
Suite 665, Ramsey County Government Center – West
50 West Kellogg Blvd.
St. Paul, MN 55102

APRIL, 2005

174-001 – Meetings/Strategy

Agency Time \$ 690.00

174-005 – Outreach Meetings

Agency Time 4,657.50

174-008 – List updates

Agency Time 86.25

Total Due \$ 5,433.75

OK
JH

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Kasperglaen
Authorized Signature

6/7/05
Date

Board Action Requested

Ratify Partial Payment No. 15 in the amount of \$61,299.42 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for February 26, 2005 to April 1, 2005.

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution
 - 2) Accounts Payable form and Partial Payment No. 15
 - 3) DMJM+Harris, Inc. Invoice No. 100-3154-5(15) and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longherry
Signature

June 7, 2005
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 DMJM+Harris, Inc. for the purpose of conducting the Central Corridor Phase 2 study; and

WHEREAS, DMJM+Harris, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through April 1, 2005; 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, DMJM+Harris, Inc. Invoice No. 100-3154-5, Partial Payment No. 15, in the amount of \$61,299.42 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through April 1, 2005; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$61,299.42 for services rendered through April 1, 2005, is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003188

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 12.May.2005
Run Time: 1:34:08 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
May.2005	100-3154-5(15)	15.Apr.2005	0000155333	DMJM+HARRIS, INC.	ONL	LONGHEKR P		12.May.2005	U	Due Now
S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
	\$61,299.42	\$0.00	1178 PAYSHERE CIRCLE			CHICAGO	IL	60674		
Billing	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000729	\$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
	Central Corridor Project consu	\$61,299.42		\$61,299.42		Y	Y	Y	N	RRA	0000000384	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			2003	G205005			\$61,299.42			N

Account Name: Consulting Services

Department Name: RCRRA-Proj/Grant

Client Comments-Check Stub

Invoice No. 100-3154-5(15), dated 4/15/05
Services on the Central Corridor Phase 2 study for 2/26/05-4/1/05

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. Spiegelbauer

Date 5/14/05

2

DMJM HARRIS | AECOM

PLEASE REMIT TO:
DMJM+HARRIS
LBX 1178
540 WEST MADISON 4th FLOOR
CHICAGO IL 60661

In Account With:

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
665 Ramsey County Government Center - West
50 W. Kellogg Blvd.
St. Paul, MN 55102

Invoice Date: April 15, 2005
Invoice No.: 100-3154-5(15)
Job No.: 046106124
Customer No.: 046000463

Attn: Steven Morris

Re: Central Corridor Project

PROJECT BILLING SUMMARY

FOR SERVICES PERFORMED FROM FEBRUARY 26, 2005 THROUGH APRIL 1, 2005

BY TASK

Task #	Original Budget	Revised Budget	Earned			% spent	Paid to date	Pending Payments		
			This period	Previous	To Date			Invoice #	Amount	Total pending
1	\$ 312,800.98	\$ 292,800.98	\$31,672.35	\$140,490.72	\$172,163.07	59%				
2	\$ 418,617.74	\$ 398,617.74	\$21,318.19	\$289,155.16	\$310,473.35	78%				
3	\$ 165,797.16	\$ 165,797.16	\$0.00	\$159,556.16	\$159,556.16	96%				
4	\$ 157,112.30	\$ 157,112.30	\$0.00	\$119,646.30	\$119,646.30	76%				
5	\$ 139,652.59	\$ 199,652.59	\$0.00	\$203,038.39	\$203,038.39	102%				
6	\$ 339,707.59	\$ 319,707.59	\$7,113.25	\$189,064.94	\$196,178.20	61%				
7	\$ 176,108.74	\$ 176,108.74	\$4,585.61	\$161,359.24	\$165,944.85	94%				
8		\$ 10,000.00	\$0.00	\$2,648.68	\$2,648.68	26%				
9		\$ 22,000.00	\$0.00	\$12,531.82	\$12,531.82	57%				
Project Total	\$ 1,709,797.10	\$ 1,741,797.10	\$64,689.40	\$1,277,491.42	\$1,342,180.83	78.5%				\$0.00

BY FIRM

Firm	Original Budget	Revised Budget	Earned			% spent	Paid to date	Pending Payments		
			This period	Previous	To Date			Invoice #	Amount	Total pending
DMJM+HARRIS	\$ 830,360.62	\$ 815,360.62	\$57,576.15	\$567,649.57	\$625,225.72	76.7%				
Enviroscience	\$ 143,506.48	\$ 143,506.48	\$0.00	\$123,206.51	\$123,206.51	85.9%				
Parsons	\$ 130,697.00	\$ 130,697.00	\$0.00	\$130,417.45	\$130,417.45	99.8%				
Zimmer Gunsul Frasca	\$ 157,112.00	\$ 214,112.00	\$0.00	\$158,647.93	\$158,647.93	74.1%				
Manuel Padron & Assoc.	\$ 108,413.00	\$ 115,413.00	\$0.00	\$108,505.01	\$108,505.01	94.0%				
Anton Lubov & Assoc.	\$ 35,320.00	\$ 35,320.00	\$0.00	\$18,409.26	\$18,409.26	52.1%				
AECOM Consult.	\$ 304,388.00	\$ 287,388.00	\$7,113.25	\$170,655.68	\$177,768.94	61.9%				
Project Total	\$ 1,709,797.10	\$ 1,741,797.10	\$64,689.40	\$1,277,491.42	\$1,342,180.82	78.5%				

PARTICIPATION BY DBE FIRMS

Firm	Original Budget	Revised Budget	Earned			% spent	Paid to date	Pending Payments		
			This period	Previous	To Date			Invoice #	Amount	Total pending
Manuel Padron	\$ 108,413.00	\$ 115,413.00	\$0.00	\$108,505.01	\$108,505.01	8.1%				
Enviroscience	\$ 143,506.48	\$ 143,506.48	\$0.00	\$123,206.51	\$123,206.51	9.2%				
Project Total	\$ 251,919.48	\$ 258,919.48	\$0.00	\$231,711.52	\$231,711.52	17.3%				

OK
[Signature]

999 Town & Country Road, Orange, California 92868-4786

ORIGINAL

3

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000155333
DMJM+HARRIS, INC.
1178 PAYSPHERE CIRCLE
CHICAGO IL 60674
United States

Purchase Order	Date	Revision	Page
RRA - 0000000384	04/06/2004		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		Central Corridor Project consulting	1.00	EA	1,899,900.00	1,899,900.00	04/06/2004
Schedule Total						1,899,900.00	

Mfg ID

Item Total 1,899,900.00

Total PO Amount 1,899,900.00

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

Unauthorized

4

DMJM Harris - Central Corridor Transit Study - Phase 2							
	Invoice #1	Invoice #2	Invoice #3	Invoice #4	Invoice #5	Invoice #6	Invoice #7
Period of service	1/13/04-1/30/04	1/31/04-2/27/04	2/28/04-4/2/04	4/3/04-4/30/04	5/1/04-5/27/04	5/28/04-7/2/04	7/3/04-7/30/04
LABOR	\$420.80	\$6,673.27	\$19,486.91	\$8,966.87	\$9,755.91	\$15,770.50	\$11,746.37
OVERHEAD	\$568.08	\$9,008.91	\$26,307.33	\$12,105.27	\$13,170.48	\$21,290.18	\$15,857.60
TOTAL OVERHEAD	\$988.88	\$15,682.18	\$45,794.24	\$21,072.14	\$22,926.39	\$37,060.68	\$27,603.97
FEE	\$108.78	\$1,725.04	\$5,037.37	\$2,317.94	\$2,521.90	\$4,076.67	\$3,036.44
SUB TOTAL LABOR	\$1,097.66	\$17,407.22	\$50,831.60	\$23,390.08	\$25,448.29	\$41,137.35	\$30,640.41
DIRECT COSTS	\$0.00	\$490.12	\$16,835.87	\$35,596.72	\$55,300.20	\$60,678.70	\$37,824.24
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$1,097.66	\$17,897.34	\$67,667.47	\$58,986.80	\$80,748.49	\$101,816.05	\$68,464.65
RETAINAGE (5%)	\$54.88	\$894.87	\$3,383.37	\$2,949.34	\$4,037.42	\$5,090.80	\$3,423.23
NET PAY INVOICE	\$1,042.77	\$17,002.48	\$64,284.10	\$56,037.46	\$76,711.06	\$96,725.25	\$65,041.41
Subcontractors:							
Enviroscience	\$0.00	\$0.00	\$8,898.44	\$0.00	\$0.00	\$33,154.47	\$0.00
Parsons	\$0.00	\$0.00	\$1,834.10	\$13,020.16	\$14,205.60	\$0.00	\$0.00
Zimmer Gunsul Frasca	\$0.00	\$0.00	\$3,142.97	\$15,208.67	\$20,937.64	\$0.00	\$32,369.32
Manuel Padron & Assoc.	\$0.00	\$0.00	\$1,218.78	\$1,706.29	\$0.00	\$9,925.62	\$0.00
Anton Lubov & Assoc.	\$0.00	\$0.00	\$873.66	\$1,872.13	\$3,494.64	\$5,366.76	\$1,310.49
AECOM Consult.	\$0.00	\$0.00	\$0.00	\$0.00	\$12,988.36	\$7,644.46	\$0.00
DBE's							
Manuel Padron & Assoc.	\$0.00	\$0.00	\$1,218.78	\$1,706.29	\$0.00	\$9,925.62	\$0.00
Enviroscience	\$0.00	\$0.00	\$8,898.44	\$0.00	\$0.00	\$33,154.47	\$0.00
Total DBE's	\$0.00	\$0.00	\$10,117.22	\$1,706.29	\$0.00	\$43,080.09	\$0.00
DBE% Total Contract	0.00%	0.00%	14.95%	2.89%	0.00%	42.31%	0.00%
Task 1	\$0.00	\$0.00	\$8,471.31	\$7,038.79	\$3,514.82	\$13,658.11	\$6,601.91
Task 2	\$0.00	\$2,307.19	\$17,240.69	\$12,688.26	\$4,784.50	\$28,786.63	\$14,574.73
Task 3	\$0.00	\$0.00	\$8,577.25	\$13,020.16	\$14,205.60	\$15,296.07	\$0.00
Task 4	\$0.00	\$0.00	\$3,142.97	\$15,208.67	\$20,937.64	\$0.00	\$32,369.32
Task 5	\$0.00	\$0.00	\$13,440.91	\$6,680.57	\$10,680.63	\$12,001.27	\$2,362.57
Task 6	\$0.00	\$0.00	\$873.66	\$1,872.13	\$16,482.99	\$13,011.23	\$1,310.49
Task 7	\$1,097.66	\$15,590.15	\$15,920.68	\$2,478.22	\$10,142.29	\$19,062.76	\$11,245.63
Task 8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Task 9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Amount spent on contract	\$1,042.77	\$18,045.25	\$82,329.35	\$138,366.81	\$215,077.87	\$311,803.12	\$376,844.53
Balance of contract	\$1,898,857.23	\$1,881,854.75	\$1,817,570.65	\$1,761,533.19	\$1,684,822.13	\$1,588,096.88	\$1,523,055.47
80% FTA Share	\$834.22	\$14,436.20	\$65,863.48	\$110,693.45	\$172,062.30	\$249,442.50	\$301,475.63

Invoice #8	Invoice #9	Invoice #10	Invoice #11	Invoice #12	Invoice #13	Invoice #14	Invoice #15
7/31/04-8/27/04	8/28/04-10/1/04	10/1/04-10/29/04	10/30/04-11/26/04	11/27/04-12/31/04	1/1/05-1/28/05	1/29/05-2/25/05	2/26/05-4/1/05
\$15,661.90	\$20,115.49	\$17,357.11	\$15,803.20	\$18,910.86	\$17,040.96	\$19,860.15	\$21,669.96
\$21,143.57	\$27,155.91	\$23,432.10	\$21,334.32	\$25,529.66	\$23,005.30	\$26,811.20	\$29,254.45
\$36,805.47	\$47,271.40	\$40,789.21	\$37,137.52	\$44,440.52	\$40,046.26	\$46,671.35	\$50,924.41
\$4,048.60	\$5,199.85	\$4,486.81	\$4,085.13	\$4,888.46	\$4,405.09	\$5,133.85	\$5,601.68
\$40,854.07	\$52,471.26	\$45,276.02	\$41,222.65	\$49,328.98	\$44,451.34	\$51,805.20	\$56,526.09
\$68,885.17	\$38,001.36	\$51,419.72	\$163,398.67	\$67,488.74	\$86,464.54	\$56,541.95	\$7,999.61
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$109,739.24	\$90,472.62	\$96,695.74	\$204,621.32	\$116,817.72	\$130,915.88	\$108,347.15	\$64,525.70
\$5,486.96	\$4,523.63	\$4,834.79	\$10,231.07	\$5,840.89	\$6,545.79	\$5,417.36	\$3,226.29
\$104,252.27	\$85,948.98	\$91,860.95	\$194,390.25	\$110,976.83	\$124,370.09	\$102,929.79	\$61,299.42
\$20,169.59	\$19,276.07	\$5,892.58	\$13,814.19	\$21,996.18	\$0.00	\$0.00	\$0.00
\$3,162.67	\$12,767.88	\$12,022.35	\$12,354.96	\$26,340.27	\$9,446.48	\$2,119.66	\$0.00
\$14,797.51	\$0.00	\$11,300.54	\$18,573.53	\$8,379.54	\$32,080.40	\$1,854.74	\$0.00
\$5,980.15	\$0.00	\$0.00	\$58,950.21	\$8,551.77	\$9,465.86	\$12,698.33	\$0.00
\$2,308.96	\$0.00	\$3,182.61	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$11,848.26	\$0.00	\$15,637.38	\$58,705.79	\$0.00	\$28,332.35	\$35,499.09	\$7,113.25
\$5,980.15	\$0.00	\$0.00	\$58,950.21	\$8,551.77	\$9,465.86	\$12,698.33	\$0.00
\$20,169.59	\$19,276.07	\$5,892.58	\$13,814.19	\$21,996.18	\$0.00	\$0.00	\$0.00
\$26,149.74	\$19,276.07	\$5,892.58	\$72,764.40	\$30,547.95	\$9,465.86	\$12,698.33	\$0.00
23.85%	21.31%	6.09%	35.56%	26.15%	7.23%	11.72%	0.00%
\$6,172.30	\$20,130.28	\$22,591.82	\$7,169.78	\$7,569.17	\$23,105.78	\$14,466.63	\$31,508.64
\$30,958.24	\$37,762.92	\$18,306.25	\$30,606.62	\$38,738.91	\$28,259.01	\$24,116.31	\$21,318.19
\$7,592.70	\$12,767.88	\$6,580.03	\$12,354.96	\$34,452.05	\$9,446.48	\$2,119.66	\$0.00
\$20,736.80	-\$5,939.29	\$7,853.64	\$2,901.74	\$6,955.16	\$14,057.63	\$1,418.95	\$0.00
\$17,077.69	\$15,791.86	\$12,607.43	\$67,602.09	\$16,207.10	\$15,879.95	\$12,698.33	\$0.00
\$14,157.22	\$0.00	\$18,819.99	\$58,705.79	\$0.00	\$28,332.35	\$35,499.09	\$7,113.25
\$13,044.29	\$9,958.96	\$9,936.58	\$10,099.84	\$12,895.34	\$11,834.69	\$18,028.18	\$4,585.61
\$0.00	\$0.00	\$0.00	\$2,648.68	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$12,531.82	\$0.00	\$0.00	\$0.00	\$0.00
\$481,096.81	\$567,045.79	\$658,906.75	\$853,297.00	\$964,273.83	\$1,088,643.92	\$1,191,573.71	\$1,252,873.13
\$1,418,803.19	\$1,332,854.21	\$1,240,993.25	\$1,046,603.00	\$935,626.17	\$811,256.08	\$708,326.29	\$647,026.87
\$384,877.45	\$453,636.63	\$527,125.40	\$682,637.60	\$771,419.06	\$870,915.14	\$953,258.97	\$1,002,298.50

9

DBE Progress/Project Report

Project #:	046106124.0001	DBE Progress Report #:	12
Project Title:	Central Corridor Project	Type of Services:	Project Design Activities
Prime Contractor:	DMJM+HARRIS		
Contract #		Contract Award Date:	January 13, 2004
Original Contract Amount:	\$ 1,709,797.10		
Contract Change Orders:	\$ 32,000.00	Amount Billed to Date:	\$ 1,169,229.70
Total Contract Amount:	\$ 1,741,797.10	Percent Billed to Date:	67%
Contract Dollars Expended:	\$ 1,342,180.83	Payment Claim #:	14
Contract Dollars Remaining:	\$ 399,616.27		

Utilization Goal: 15%

Reporting Period: From February 26, 2005 to April 1, 2005

DBE Subcontractor	Original Contract Amount	Current Contract Amount	Amount Billed This Claim	Amount Billed To Date	
Manuel Padron	\$108,413.18	\$115,413.00	\$0.00	\$108,505.01	
Enviroscience	\$143,506.48	\$143,506.48	\$0.00	\$123,206.52	
DBE Totals:		\$258,919.48	\$0.00	\$231,711.53	
Contract DBE % of Total Current Contracted Amount:				15%	
Billed DBE % of Total Contract Amount Billed:				20%	
Explanation if DBE Goal Not Being Met or Other Comments:					

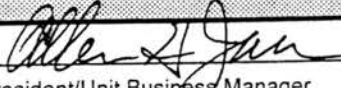
Affirmative Action Status/Labor Force Breakdown by Hours

SKILLED:

Male	Female	Blk Male	Blk Female	Hispanic Male	Hispanic Female	Asian Male	Asian Female	A/I Male	A/I Female

UNSKILLED:

Male	Female	Blk Male	Blk Female	Hispanic Male	Hispanic Female	Asian Male	Asian Female	A/I Male	A/I Female

Signature: 	Date: 4/18/05
Title: Vice President/Unit Business Manager	

INSTRUCTIONS:

1. Insert information in all blank spaces. A/E Services contracts **DO NOT** complete Affirmative Action Status/Labor Force Breakdown by Hours.
2. **Contract DBE %** = Current Contract Amounts DBE Totals / Total Contract Amount.
3. **Billed DBE %** = Amount Billed To Date DBE Totals / Amount Billed To Date.

*Sent to Pat Calder
5/12/05 KAL*

MEMORANDUM

TO: Lisa Ives, DMJM+Harris
FROM: Kris Longhenry, Ramsey County Regional Railroad Authority
DATE: May 12, 2005
RE: Invoice No. 100-3154-5(15)

This memorandum is to notify you that I have initiated process for payment Invoice No. 100-3154-5(15) in the amount of \$61,299.42. The lockbox address in Chicago should receive this check within two weeks. I am also notifying you of a couple of minor discrepancies found after auditing the invoice:

1. On Karel Rossler's employee expense report from 1/12/05, receipts were not included in the backup documentation. I have reduced this claim by \$156.21.
2. On Ms. Rossler's employee expense report from 2/15/05-2/16/05, there is a charge for \$7.50 in alcohol expenses for Ms. Rossler's dinner claim 2/15/05. Ramsey County policy disallows any charges for alcohol. I have reduced this claim by \$7.50.

Please call me with any questions at (651) 266-2760 or reply back to me via e-mail at Kris.Longhenry@Co.Ramsey.MN.US. Thank you.

Invoice Date: April 15, 2005
 Invoice No.: 100-3154-5(15)

DMJM+HARRIS COSTS				
LABOR				
Task #	Person	Hours	Rate	Labor Cost
✓ 1	Boone, Alan	28.0	\$61.18	\$1,713.04
✓ 1	Chin, Neville	32.0	\$40.48	\$1,295.36
✓ 1	Desai, Dru	42.0	\$82.22	\$3,453.24
✓ 1	Ives, Lisa	32.0	\$56.44	\$1,806.08
✓ 1	Jewell, Sondra	0.5	\$20.40	\$10.20
✓ 1	Redmond, Rich	2.0	\$91.35	\$182.70
✓ 1	Rossler, Karen	51.0	\$59.07	\$3,012.57
✓ 1	Silver, Aaron	8.0	\$61.55	\$492.40
✓ 2	Boone, Alan	77.0	\$61.18	\$4,710.86
✓ 2	Fuller, Hugh	25.0	\$59.80	\$1,495.00
✓ 2	Ives, Lisa	22.0	\$56.44	\$1,241.68
✓ 2	Shields, Angela	7.00	\$29.00	\$203.00
✓ 2	Waltz, Todd	18.0	\$28.35	\$510.30
✓ 7	Araujo, Maureen	1.0	\$47.87	\$47.87
✓ 7	Ives, Lisa	26.5	\$56.44	\$1,495.66
Subtotal Labor				\$21,669.96
OVERHEAD				
		Labor	Rate	Total OH
		\$21,669.96	135.00%	\$29,254.45
Subtotal Labor + Overhead				\$50,924.41
FEE				
		Labor&OH	Rate	Total fee
		\$50,924.41	11%	\$5,601.68
ODCs				
Task #	Type	Amount		Total ODCs
✓ 1	Travel (Rossler)	\$460.11		\$460.11
✓ 2	Postage	\$30.64		\$30.64
✓ 7	Travel (Ives)	\$559.31		\$559.31
Total ODCs				\$1,050.06
DMJM+HARRIS INVOICE TOTAL				
Total earned				\$57,576.15
Retainage @ 5%				\$2,878.81
Total Invoiced Amount				\$54,697.34
SUBCONSULTANT COSTS				
Task #	Firm	Cost		Total Sub Costs
✓ 6	AECOM Consult.	\$7,113.25		\$7,113.25
SUBCONSULTANT TOTAL				
Total earned				\$7,113.25
Retainage @ 5%				\$355.66
Total Invoiced Amount				\$6,757.59
TOTAL NOW DUE				\$61,454.93

56,526.09

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. H. Spiegel
Authorized Signature

6/5/05
Date

Board Action Requested

Ratify Partial Payment No. 3 in the amount of \$8,908.63 to Tunheim Partners for communication and community organizing services on the Union Depot project for April 2005.

ACTION IS REQUESTED

Request Justification

See attached information:

- 1) Proposed resolution ratifying payment
- 2) Accounts Payable form and Partial Payment No. 3
- 3) Tunheim Partners Invoice No. 03138 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longhurry
Signature

June 7, 2005
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 Tunheim Partners for communications and community organizing services on the Union Depot project; and

WHEREAS, Tunheim Partners has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through April 2005; 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, Tunheim Partners Invoice No. 03138, Partial Payment No. 3 in the amount of \$8,908.63 attachments thereto, provide the correct documentation of payments due Tunheim Partners through April 2005; Now, Therefore Be It

RESOLVED, Payment to Tunheim Partners in the amount of \$8,908.63 for services rendered through April 2005 is hereby ratified.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Business Unit: RRA
Voucher ID: 00003208

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 23.May.2005
Run Time: 1:43:47 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
May.2005	03138	30.Apr.2005	0000161169	TUNHEIM PARTNERS	ONL	LONGHEKR P		23.May.2005	U	Due Now

S	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip
	\$8,908.63	\$0.00	1100 RIVERVIEW TOWER	8009 - 34TH AVENUE SOUTH		MINNEAPOLIS	MN	55425

Billing	Group ID	Sales Tax	Pckp Ord# Nbr
RE	000737	\$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 Service	\$8,908.63	918070001	\$8,908.63		Y	Y	Y	N	RRA	0000000439	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
	421522	12501	150112	00000				2004			\$8,908.63			N

Account Name: Other Professional Services Department Name: Union Depot Study

Client Comments-Check Stub

Invoice No. 03138, dated 4/30/05
Invoices on the Union Depot study for April 2005

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. Klespigel

Date

5/25/05

2

Tunheim Partners - Union Depot Project

Period of service	Invoice #1 February-05	Invoice #2 March-05	Invoice #3 April-05
LABOR	\$3,202.50	\$6,012.50	\$9,377.50
DIRECT COSTS	\$0.00	\$0.00	\$0.00
ADJUSTMENTS	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$3,202.50	\$6,012.50	\$9,377.50
RETAINAGE (5%)	\$160.13	\$300.63	\$468.88
NET PAY INVOICE	\$3,042.38	\$5,711.88	\$8,908.63
Direct Costs:	\$0.00	\$0.00	\$0.00
Amount spent on contract	\$3,042.38	\$8,754.25	\$17,662.88
Balance of contract	\$86,957.63	\$78,203.38	\$60,540.50

CW

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000161169
TUNHEIM PARTNERS
1100 RIVERVIEW TOWER
8009 - 34TH AVENUE SOUTH
MINNEAPOLIS MN 55425
United States

Purchase Order	Date	Revision	Page
RRA - 0000000439	03/01/2005		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? N Tax Exempt ID:

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Professional Service	1.00	EA	90,000.00	90,000.00	03/01/2005
Schedule Total						90,000.00	

Mfg ID

Item Total 918070001 90,000.00

Union Depot communication and community organizing services

Total PO Amount 90,000.00

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

Unauthorized

4

May 10, 2005

Kathy DeSpiegelaere
Ramsey County Regional Railroad Authority
Suite 665 RCGC-West
50 West Kellogg Boulevard
St. Paul, Minnesota 55102

Dear Kathy,

Enclosed please find the April invoice for Tunheim Partners services performed on behalf of Ramsey County Regional Railroad Authority's Union Depot project. Staff service fees for April totaled \$9,377.50, a large portion of which was prep work for the April 25th elected officials meeting. The total amount billed on behalf of Tunheim Partners is \$18,593 since the initiation of our contract. I hope this information is helpful to you as you think about your staffing needs going forward.

Below is a general breakdown of the services provided.

MARCH ACTIVITY

Research Meetings/Outreach

- Calls, e-mails and/or meetings with key city, county and federal elected officials and entities to discuss 4/25 meeting and post office status. Work by Mark Andrew, Leslie Kupchella, Duane Benson.

Internal strategy meetings with team members

- Involving Mark Andrew, Leslie Kupchella, Kimberly Johnson, Jeremy Hanson.

Client Meetings

- Mark Andrew and Leslie Kupchella attended LOCATE board meeting on 4/18/05.
- Client meeting with Kathy DeSpiegelaere and David Block at Tunheim Partners on 4/20. Meeting with Leslie Kupchella, Jeremy Hanson and Kimberly Johnson.
- Mark Andrew and Leslie Kupchella attended Elected Officials meeting on 4/25/05.

Collateral development

- Writing and editing of David Block remarks for 4/25 meeting.
- Writing, editing and layout of revised fact sheet.
- Design and coordination with vendor to produce foam core signs.

Invoice

Tunheim Partners

Public Relations • Corporate Consulting • Public Affairs

1100 Riverview Tower
8009 34th Avenue South
Minneapolis, MN 55425-1661
952.851.1600
952.851.1610 FAX
www.tunheimpartners.com

ATTN: Kathryn DeSpiegelaere
Ramsey County Regional Railroad Authority
50 West Kellogg Blvd.
Suite 665
St. Paul, MN 55102

INVOICE NO: 03138

DATE: April 30, 2005

Services provided April 1 - 30, 2005

JOB RCR1-0100 Strategic Counsel

<u>name</u>	<u>classification</u>	<u>hours</u>	<u>billing rate</u>	<u>amount</u>
O'Brien, Molly	Vice President	3.25	\$ 220.00	\$ 715.00
Hanson, Jeremy	Account Executive	2.00	130.00	260.00
Johnson, Kim	Senior Account Representative	0.50	90.00	45.00
subtotals		5.75		\$ 1,020.00

JOB RCR1-0200 Account Management

Andrew, Mark	Senior Vice President	1.25	\$ 250.00	\$ 312.50
Johnson, Kim	Senior Account Representative	0.50	90.00	45.00
subtotals		1.75		\$ 357.50

JOB RCR1-0300 Writing & Editing

Andrew, Mark	Senior Vice President	0.25	\$ 250.00	\$ 62.50
Cupchella, Leslie	Account Supervisor	14.00	170.00	2,380.00
Hanson, Jeremy	Account Executive	0.50	130.00	65.00
Johnson, Kim	Senior Account Representative	6.00	90.00	540.00
subtotals		20.75		\$ 3,047.50

JOB RCR1-0400 Team Meetings

Andrew, Mark	Senior Vice President	2.25	\$ 250.00	\$ 562.50
Cupchella, Leslie	Account Supervisor	6.00	170.00	1,020.00
Hanson, Jeremy	Account Executive	4.25	130.00	552.50
Johnson, Kim	Senior Account Representative	1.75	90.00	157.50
subtotals		14.25		\$ 2,292.50

Account Management

- Developed billing worksheet and materials.

Please don't hesitate to call if you have any questions about this invoice.

Best regards,

Leslie Kupchella
Leslie Kupchella

Tunheim Partners

Public Relations • Corporate Consulting • Public Affairs

Invoice

1100 Riverview Tower
8009 34th Avenue South
Minneapolis, MN 55425-1661
952.851.1600
952.851.1610 FAX
www.tunheimpartners.com

ATTN: Kathryn DeSpiegelaere
Ramsey County Regional Railroad Authority
50 West Kellogg Blvd.
Suite 665
St. Paul, MN 55102

INVOICE NO: 03138

DATE: April 30, 2005

For Services provided April 1 - 30, 2005

JOB RCR1-0600 Research

Kupchella, Leslie	Account Supervisor	1.50	\$	170.00	\$	255.00
Hanson, Jeremy	Account Executive	0.25		130.00		32.50
subtotals		1.75			\$	287.50

JOB RCR1-0700 Client Meetings

ew, Mark	Senior Vice President	3.75	\$	250.00	\$	937.50
Kupchella, Leslie	Account Supervisor	6.50		170.00		1,105.00
Hanson, Jeremy	Account Executive	1.50		130.00		195.00
Johnson, Kim	Senior Account Representative	1.50		90.00		135.00
subtotals		13.25			\$	2,372.50

TOTAL AMOUNT DUE -- NET 15 DAYS

=====
\$ 9,377.50
=====

8

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 7, 2005

Date

Board Action Requested

State bonding requests

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longhenry
Signature

June 7, 2005
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority supports the construction and operation of transit facilities that improve the state and metropolitan movement of people; and

WHEREAS, State transportation funds may be available in 2006 to support the provision of these services by local, regional and state units of government; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests state appropriations for 2006 for the following projects:

1. Central Corridor, St. Paul to Minneapolis, Minnesota — \$50 million for final design and construction;
2. Union Depot — \$5 million for property acquisition, property refurbishment, planning, environmental work, and engineering;
3. Red Rock Corridor, Hastings through St. Paul to Minneapolis, Minnesota — \$0.6 million for environmental analysis in the corridor;
4. Rush Line Corridor, St. Paul to Hinckley, Minnesota — \$1 million for bus improvements and park and ride/park and pool facilities in the corridor; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority will communicate its requests to the Metro Transitways Development Board, and to State legislative representatives.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

State Bonding Requests, 2006

Central Corridor

St. Paul to Minneapolis

The Central Corridor Alternatives Analysis is expected to be completed in 2005 and the locally preferred alternative will be selected. The next step in the process is preliminary engineering, which is funded with a combination of state and federal funds.

Following preliminary engineering, the next step is final design of the project. The estimated project cost is \$840 million and the likely funding for the project construction is 50% federal funds. The remainder of the funds would need to be provided from state, county or other local funding sources.

In order to qualify the project for entry into final design, the federal government requires 1/2 of the local funding share to be committed. This commitment is needed in 2007.

Amount requested: \$50 million

Union Depot

St. Paul

Ramsey County envisions Union Depot as a multi modal transit hub, where many modes of transit, including high speed rail, will converge. Planning work has indicated how the various modes will fit at Union Depot, and that the key property to implementing this concept is the concourse area, currently owned by the United States Postal Service.

Funds will be needed for acquisition of the Postal Service property and renovation of the concourse area when the Post Office moves and for engineering and environmental work to implement the hub.

Amount: \$5 million for St. Paul's Union Depot.

Rush Line

St. Paul to Hinckley

Reason: Congestion is growing in the Rush Line Corridor along I-35E, I-35, and Highway 61 into St. Paul. Short term improvements, such as park and ride lots, park and pool lots, and other capital improvements will provide users of the Rush Line Corridor with transportation alternatives.

From the 2006 bonding bill, \$1,000,000 will be sought for capital projects in the Rush Line Corridor, such as park and ride lots.

Amount requested: \$1 million

Red Rock Corridor

Hastings to St. Paul/Minneapolis

An alternatives analysis is underway in the Red Rock Corridor in which transportation alternatives, including transit modes and route alignments, will be evaluated. The study is expected to be completed by the end of the year, and will result in a number of alternatives to be analyzed in the next phase of study, the Draft Environmental Impact Statement (DEIS).

State funds of \$500,000 are being requested for the DEIS, which, along with previously secured federal and state funds, will provide adequate funding for this phase of work.

Amount requested: \$.5 million

These requests were approved by the Metro Transitways Development Board on June 1, 2005.



May 31, 2005

Rafael Ortega, Chair
Ramsey County Regional Rail Authority
220 Ramsey County Courthouse
15 West Kellogg Boulevard
Saint Paul, MN 55102

Dear Chair Ortega,

On behalf of the Central Corridor Partnership we are writing to express support for the Ramsey County Regional Railroad Authority's 2006 bonding request of \$50 million for Central Corridor.

The Central Corridor Partnership strongly believes that light rail transit in the Central Corridor will benefit the Twin Cities region and the entire state of Minnesota by being a key component of a balanced transportation system of transportation and transit options. The Partnership has been actively advocating for a reliable long-term transportation funding plan at the Capitol this year, as we also believe that a dedicated source of funding is imperative to the success of this project and other transit and transportation projects throughout the region.

However, we also recognize that it is important for the project to move ahead in a timely manner. To that end, we support the Ramsey County Regional Rail Authority's 2006 request for \$50 million in state bonding for Central Corridor. Given the uncertainty of a transportation funding package passing the Legislature yet this year, it is crucial that we work to secure funds and keep this project on time and on budget. A request of \$50 million in state bonding will help to keep the momentum going for the Central Corridor project.

The Partnership will continue to work for a dedicated funding package that can support the needed transit investment in Central Corridor and the other transportation projects planned for the region. We greatly appreciate the Rail Authority's leadership on transit issues, and we look forward to continuing to work with Ramsey County Regional Railroad Authority on this project.

Sincerely,

Rick Beeson
CEO, Park Midway Bank
Co-Chair- Central Corridor Partnership

Larry Dowell
President
Saint Paul Area Chamber of Commerce
Treasurer, Central Corridor Partnership

CC: Kathy DeSpiegelaere, Ramsey County Regional Rail Authority
Peter McLaughlin, Chair, Metro Transitways Development Board

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

June 9, 2005
Date

Board Action Requested

1) Approve addition of two FTE's to staff of Ramsey County Regional Railroad Authority; and 2) Approve budget transfer of \$67,748 from the contingent account to the County Project Management Services account.

ACTION IS REQUESTED

Request Justification

See proposed resolution and memo attached.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longhurry
Signature

June 9, 2005
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority has additional work on transit projects, including the Central Corridor and Union Depot, that necessitates the addition of two full time equivalent staff positions. These positions are:

- .4 Administrative Secretary II
- .6 Accountant I
- 1.0 Public Information Associate

The estimated cost of salary and benefits of these positions for 2005 is \$67,748.

Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority approves the addition of two FTE's to the Rail Authority staff; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the transfer of \$67,748 from its Contingent account to its County Project Management Services account.

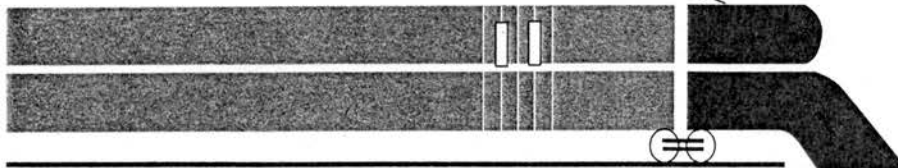
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, 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: Staff additions for Ramsey County Regional Railroad Authority

Date: June 7, 2005

Ramsey County Regional Railroad Authority has additional work on transit projects that will require additional staff.

The Postal Service has announced its plans to move its St. Paul operations to Eagan. The Central Corridor is expected to begin preliminary engineering. The staffing issue will be addressed in the 2006 proposed Rail Authority budget which you will see in August/September, 2005. In the interim, there is an urgent need to begin the process in 2005 of hiring two additional staff persons for the Rail Authority to assist with current Rail Authority work, including the Central Corridor community outreach, communications for Union Depot, Central Corridor and other transit projects; administrative staffing for the Rail Authority, committees and meetings; and contract compliance, grant reporting, and budget issues for the Rail Authority.

The additions to the Rail Authority staff proposed are two FTE:

.4 Administrative Secretary II (which will add to the .6 already in place at the Rail Authority to create one FTE)

.6 Accountant 1

1.0 Public Information Associate

The estimated cost of salary and benefits of these positions for ½ year is:

Administrative Secretary II (.4 FTE)	\$13,928
Accountant (.6 FTE)	18,720
Public Information Associate (1.0 FTE)	35,100

The total estimated cost for 2005 for six months for the 2.0 FTE is \$ 67,748

The funds for the staffing will come from the Rail Authority contingent account.

Rail Authority staff members are on the staff complement of Ramsey County Public Works Department. Therefore, an action request will be prepared for the Board of Commissioners to increase the staff complement for the Public Works Department by two FTE's in 2005. These positions will continue into 2006 and likely for subsequent years for Rail Authority work.

Transfer from: 2005 12501 150101 00000 471101 – Contingent account

Transfer to: 2005 12501 150101 00000 421511 – County Project Management Services account

A resolution is attached for your consideration.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

8

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

6/7/05
Date

Board Action Requested

Approve contract with Kennedy and Graven for intergovernmental relations in the amount not to exceed \$32,145.27 for August 1, 2005 through July 31, 2006; and authorize the Chair of the RCRRA to execute the contract.

ACTION IS REQUESTED

Request Justification

See attached information:

- 1) Proposed resolution
- 2) Memorandum from K. DeSpiegelaere, dated 6/9/05
- 3) Contract

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005
Board Date

Kristine A. Longhenny
Signature

June 7, 2005
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority will have several important transportation-related initiatives pending at the state level in 2006; and

WHEREAS, the Central Corridor, Red Rock Corridor, and Rush Line Corridor, as well as the multi-modal hub, high speed rail, commuter rail, park-and-rides along I-35E/694, and the overall issue of transit capital and operating funding may be the subject of state funding requests in 2006, Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby approves the contract with Kennedy and Graven for intergovernmental relations in the amount not to exceed \$32,145.27 for a period from August 1, 2005, through July 31, 2006; and Be It Further

RESOLVED, That the Authority authorizes its Chair to execute the attached contract.

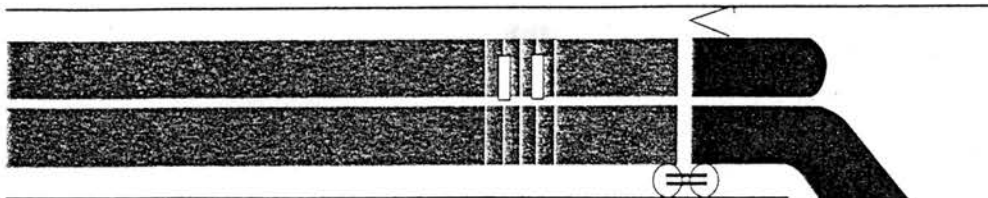
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, 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

DATE: June 9, 2005

SUBJECT: Contract with Kennedy and Graven

The attached resolution proposes the renewal of a contract with the firm of Kennedy and Graven for state intergovernmental relations for the Regional Railroad Authority for from August 1, 2005 to July 31, 2006. Kennedy and Graven is currently under contract for state intergovernmental relations through July 31, 2005. The proposed contract renewal will be for state legislative work for the Ramsey County Regional Railroad Authority, and may include an overall transit capital and operating funding package and items such as Central Corridor, Red Rock Corridor, Rush Line Corridor, the multi-modal transit hub, high speed rail, commuter rail, park-and-rides along I-35E/694, etc.

The Regional Railroad Authority has a contract with Kennedy and Graven for the 2005 State Legislative Session, and the firm proved to be an asset. John Choi has been the representative from Kennedy and Graven, and will continue this role.

This contract will be funded with funds available in the Regional Railroad Authority's 2005 budget. The contract is for \$32,145.27, a three percent increase from the current \$31,209 contract.

Recommendation:

Consider approving the attached contract with Kennedy and Graven through July 31, 2006 at a cost of \$32,145.27 and authorize the Chair to execute the contract.

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

The following is an agreement between **JOHN J. CHOI and KENNEDY & GRAVEN, CHARTERED, 200 SOUTH SIXTH STREET, SUITE 470, MINNEAPOLIS, MN 55402** (hereinafter the "**CONTRACTOR**") and **RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**, a political subdivision of the State of Minnesota, (hereinafter "**RRA**").

1. SCOPE OF SERVICES

CONTRACTOR, listed above shall provide the services as outlined below:

- A. On behalf of the RRA, CONTRACTOR agrees to provide services as a legislative representative and consultant to monitor the activities of the Minnesota Legislature with particular reference to financial, programmatic, policy, and organization issues of concern to the RRA.
- B. On behalf of the RRA, CONTRACTOR will work with the Chair of the RRA, and the RRA administrator to:
 - 1) Assist in the planning and development of the RRA's legislative agenda and strategy.
 - 2) Schedule and attend meetings with legislators, state agencies and other appropriate individuals or organizations when requested by the RRA.
 - 3) Foster relationships with key legislators and members of the Ramsey County Legislative Delegation.
 - 4) Develop and assist in implementing strategies related to objectives of RRA throughout the year. Such activities should include but are not limited to
 - a) Direct lobbying of legislators, legislative staff, state agency commissioners and staff.
 - b) Work on building coalitions with other interested organizations and individuals.
 - c) Work on organizing grassroots lobbying support from community activists and other interested citizens.
 - d) Other lobbying activities that will further RRA's current and future legislative agenda and strategy.
 - 5) Coordinate with Terry Speiker and Nick Riley, Ramsey County Intergovernmental Relations staff in the Ramsey County Manager's Office.
 - 6) Focus on future as well as present needs for RRA.
 - 7) Furnish written report at the end of the session on outcomes achieved.

2. DELIVERY OF SERVICES

Services will be delivered from August 1, 2005 to July 31, 2006. The CONTRACTOR shall also perform these services during any special session of the Legislature.

3. PAYMENT

CONTRACTOR shall receive the sum of Thirty-Two Thousand One Hundred Forty-Five Dollars and Twenty-Seven Cents (\$32,145.27) for performance of its obligations to be billed in twelve equal monthly installments of Two Thousand Six Hundred Seventy-Eight Dollars and Seventy-Seven Cents (\$2,678.77) per month, starting September 1, 2005 to August 31, 2006.

CONTRACTOR shall submit an invoice monthly to the RRA after services are provided. Payment will be made within 35 days of receipt of a detailed invoice. Interest accrual and disputes regarding payment shall be governed by the provision of Minn. Stat.

Section 471.425. Compensation for any services Contractor performs during any special session shall be included in the amounts stated herein, and contractor shall not be entitled to additional compensation for special session work.

4. INDEPENDENT CONTRACTOR

It is agreed that nothing contained in this Agreement is intended or should be construed as creating the relationship of agents, partners, joint venturers, or associates between the parties hereto or as constituting CONTRACTOR as the employee of the RRA for any purpose or in any manner whatsoever. The CONTRACTOR is an independent contractor and neither it, its employees, agents, nor representatives are employees of the RRA. From any amounts due the CONTRACTOR, there will be no deductions for federal income tax or FICA payments, nor for any state income tax, nor for any other purposes, which are associated with an employer-employee relationship unless required by law. Payment of federal income tax, FICA payments, and state income tax are the responsibility of the CONTRACTOR.

5. INDEMNIFICATION

CONTRACTOR shall indemnify, hold harmless and defend the RRA, its officials, employees, and agents from any and all liability, loss, costs, damages, expenses, claims or actions, including attorney's fees, which the RRA, its officials, employees, and agents may hereafter sustain, incur or be required to pay arising out of or by reason of any act or omission of CONTRACTOR, its agents or employees, in execution, performance, or failure to adequately perform CONTRACTOR's obligations pursuant to this Contract.

6. INSURANCE

The CONTRACTOR shall purchase and maintain such insurance as will protect the CONTRACTOR from claims which may arise out of or result from operations of the CONTRACTOR including but not limited to the following:

Worker's Compensation and Employer's Liability Insurance:

- 1) In accordance with the provisions of Minnesota Statutes Section 176.182 (1986), the CONTRACTOR agrees to provide acceptable evidence of compliance with the Worker's Compensation insurance coverage requirement of Minnesota Statutes

Section 176.181, subdivision 2 (1986). Insurance shall include an all states or universal endorsement.

This section shall not be construed to create any liability on the part of the RRA or any governmental subdivision to pay Worker's Compensation benefits or to indemnify the special compensation funds, an employer, or insurer who pays Worker's Compensation benefits.

- 2) Employer's Liability insurance shall be written for minimum limits of \$500,000 per accident.

Comprehensive General Liability (CGL) insurance:

- 1) Bodily Injury and Property Damage (CSC)

Minimum Limits:

\$1,000,000 per occurrence
\$1,000,000 aggregate

- 2) The following coverages must be specifically insured and certified with no internal limits:
 - a) Premises and operations
 - b) Independent Contractor's contingent liability or owner's protective liability
 - c) Products/Completed operations liability
 - d) Contractual liability
 - e) Personal injury liability including coverages a through e and claims related to injuries sustained in the course of employment
 - f) Broad form property damage liability, or deletion of the "Care, Custody and Control Exclusion"
- 3) Contractual liability is to be either written on a blanket basis or specifically endorsed to acknowledge this contract. The CGL policy is to be written on an occurrence basis.
- 4) Professional Liability Insurance

Minimum Limits:

\$1,000,000 per occurrence
\$1,000,000 aggregate
- 5) Automobile Liability Insurance
 - a) Minimum Limits:
\$1,000,000 combined single limit

- b) Owned, non-owned and hired auto
- 6) City or state license as required

Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's rating for the insurers shall be noted on the certificate of insurance or stated in writing by the insurance carrier, and shall not be less than an A+. Insurance carriers which do not carry a Best's rating may be allowed, subject to review and acceptance by the RRA.

All certificates of insurance shall provide that the insurance company shall give the RRA 30 days prior written notice of cancellation, non-renewal, or any material changes in the policy. On the certificate, the agency shall certify whether or not it carries errors and omissions coverage.

The above sub-paragraphs established minimum insurance requirements and it is the sole responsibility of the CONTRACTOR to purchase and maintain additional insurance that the CONTRACTOR feels may be necessary in connection with this contract.

The CONTRACTOR shall not commence work until the CONTRACTOR has obtained required insurance and filed an acceptable certificate of insurance with RRA and is approved by the Ramsey County Risk Manager. All insurance policies shall be submitted to RRA upon written request.

Nothing in this contract shall constitute a waiver by RRA of any statutory limits or exceptions on liability.

Independent Contractor Clause. For the purpose of this agreement, the CONTRACTOR shall be deemed to be an independent contractor and not an employee of the RRA. Any and all agents, servants or employees of the CONTRACTOR or other persons, while engaged in the performance of any work or services required or provided for under this agreement, shall not be considered employees of RRA, and any and all claims, including those under the Worker's Compensation Act of the State of Minnesota that may or might arise on behalf of the CONTRACTOR, its agents, servants or employees as a consequence or any act or omission on the part of the CONTRACTOR its agents, servants, employees or other persons shall in no way be the obligation or responsibility of RRA. The CONTRACTOR, its agents, servants or employees shall be entitled to none of the rights, privileges, or benefits of RCRA employees/agents except as otherwise may be stated herein.

RRA, its officers, agents and employees shall be named as an additional insured on all liability policies with a cross suits endorsement for protection of the RRA.

7. WASTE REDUCTION

The CONTRACTOR shall participate in a recycling program for at least four broad types of recyclable materials and shall favor the purchase of recycled products in its procurement processes. All reports, publications and documents produced as paper, where commonly accepted publishing practices allow, shall use recycled and recyclable paper using soy-based inks, and shall be bound in a manner that does not use glue.

8. AUDIT

Until the expiration of three (3) years after furnishing of services pursuant to this Agreement, the CONTRACTOR, upon written request, shall make available to the RRA, the State Auditor, or RRA's ultimate funding source, a copy of this Agreement and the books, documents, records, and accounting procedures and practices of the CONTRACTOR relating to this agreement.

9. CANCELLATION

The RRA or CONTRACTOR may cancel this contract without cause by thirty (30) days written notice to the CONTRACTOR. The RRA may cancel this contract for cause by five days written notice to the CONTRACTOR. The CONTRACTOR may cancel this contract with 30 days written notice to the RRA. In the event of such a cancellation, CONTRACTOR shall be entitled to payment for work or services satisfactorily performed, as determined by an authorized representative of RRA.

10. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this Agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who qualifies and is available to perform the work to which such employment relates. CONTRACTOR agrees to comply with all Federal, State, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. The CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to the RRA, upon request.

11. DATA PRACTICES

All data collected, created, received, maintained or disseminated for any purposes in the course of the CONTRACTOR'S performance of this Agreement is governed by the Minnesota Government Data Practices Act, Minn. Stat. 13.01 et seq. or any other applicable state statutes, any state rules adopted to implement the Act and statutes, as well as federal laws and regulations on data practices. The CONTRACTOR agrees to abide strictly by these statutes, rules and regulations.

12. NON-VIOLENT WORKPLACE

The CONTRACTOR shall make all reasonable efforts to ensure that CONTRACTOR's employees, officials and subcontractors do not engage in violence while performing under this contract. Violence, as defined by the Ramsey County Workplace Violence is any action that is the use of physical force, harassment, or intimidation or abuse of power or authority where the impact is to control by causing pain, fear or hurt.

13. WORKFORCE DIVERSITY

CONTRACTOR shall make good faith efforts throughout the term of this Contract, and any extensions thereof, to employ persons of color for all classifications of work under this Contract, and shall, when requested by RRA, submit a written report to the RRA regarding the efforts and results of such efforts, including employment by job classification.

14. CONFLICT OF INTEREST

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

15. ENTIRE AGREEMENT

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

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Rafael E. Ortega, Chair

Dated: _____

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Kathryn DeSpiegelaere, Director

Dated: _____

CONTRACTOR

By:  _____

Contractor SSN: 41-1225694

Dated: 6/1/05

Approval recommended:

INSURANCE APPROVED:

Risk Management

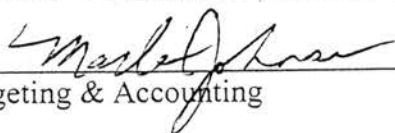
APPROVED AS TO FORM:



David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: 12501 150101 00000

Account No. 421501 . _____



Budgeting & Accounting

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

6/7/05
Date

Board Action Requested

Approve Permit PNE089 with the City of Maplewood for a Trail Connection to the Bruce Vento Regional Trail.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere dated 6/9/05
3. Map of Bruce Vento Regional Trail
4. Map of Maplewood Street Improvements
5. Map of Trail Connection
6. Permit PNE089

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longhenny
Signature

June 7, 2005
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

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

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 Easement024 with Ramsey County for an easement to use RCRRA right of way for the construction, operation, and maintenance of the Bruce Vento Regional Trail from the northern St. Paul city limits to Beam Avenue in Maplewood; and

WHEREAS, The City of Maplewood has requested to construct a trail connection from near Curve and Skillman Avenue to connect to the Bruce Vento Regional Trail and has requested a permit to do so; Now, Therefore Be It

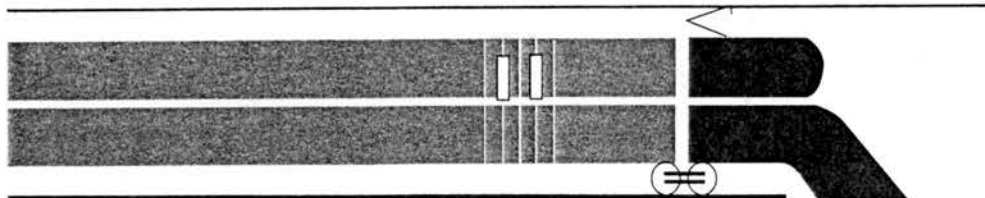
RESOLVED, The Ramsey County Regional Railroad Authority approve Permit PNE089 with the City of Maplewood for the construction, operation, and maintenance of a trail connection at Curve Street and Skillman Avenue to connect to the Bruce Vento Regional Trail, and authorizes the Chair to sign the Permit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, 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: Approval Permit PNE089 with City of Maplewood for Trail Connection to the
Bruce Vento Regional Trail

Date: June 6, 2005

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 Ramsey County an easement for construction, operation, and maintenance of the Bruce Vento Regional Trail (see **Attachment 1**) from the northern St. Paul city limits north to Beam Avenue in Maplewood.

The City is reconstructing three miles of street in the area bounded roughly by Frost Avenue to the south, English Street to the west, County Road B to the north, and Hazelwood Street to the east (see **Attachment 2**). During community meetings about the street project, many residents brought up wanting more trail connections. As the City will be paving Curve Street near the existing Bruce Vento Regional Trail, the City is requesting to add a trail connection from near Skillman Avenue and Curve Street to the existing trail (see **Attachment 3**).

RCRRA staff and Ramsey County Public Works staff have reviewed the City's request and agree that the trail connection does not negatively impact RCRRA right of way. Staff has worked with City Staff on the proposed permit (see **Attachment 4**), which protects RCRRA interests and includes a termination clause.

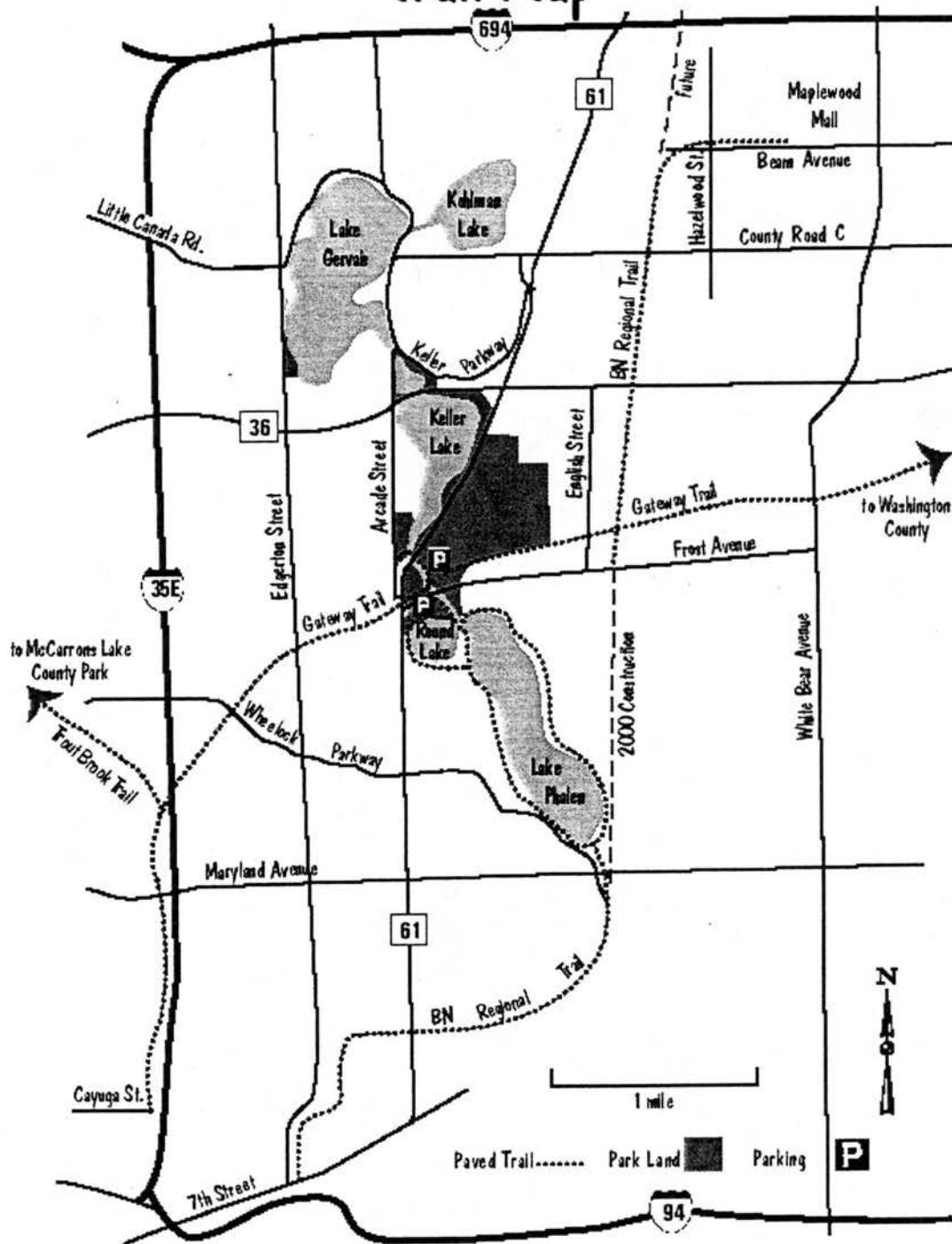
Recommendation:

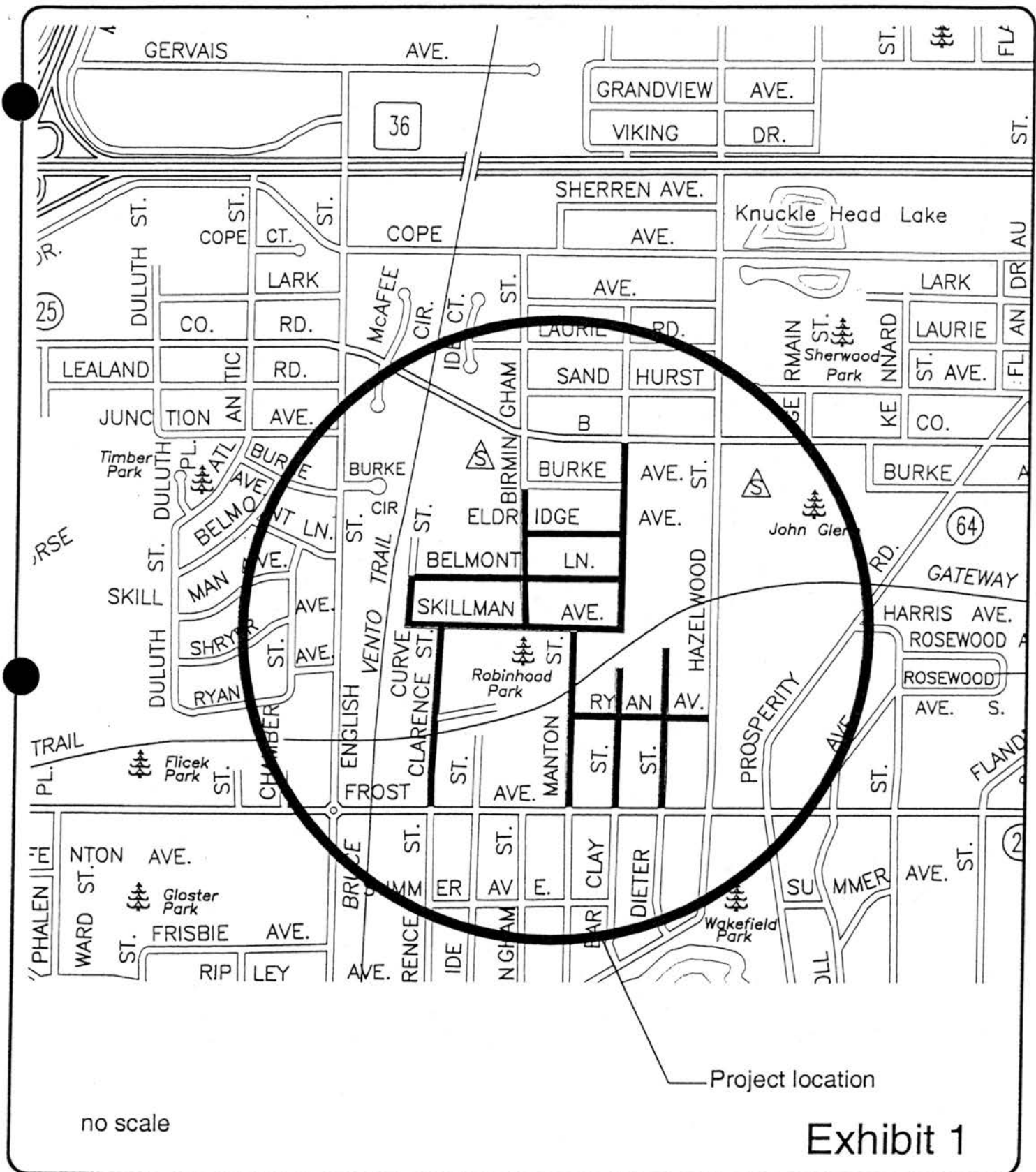
Consider approving Permit PNE089 with the City of Maplewood for a trail connection to the Bruce Vento Regional Trail, and authorize the Chair to sign.

Attachments

1. Map of Bruce Vento Regional Trail
2. Map of Maplewood Street Improvements
3. Map of Trail Connection
4. Permit PNE089

Keller Lake/Lake Phalen Area Trail Map

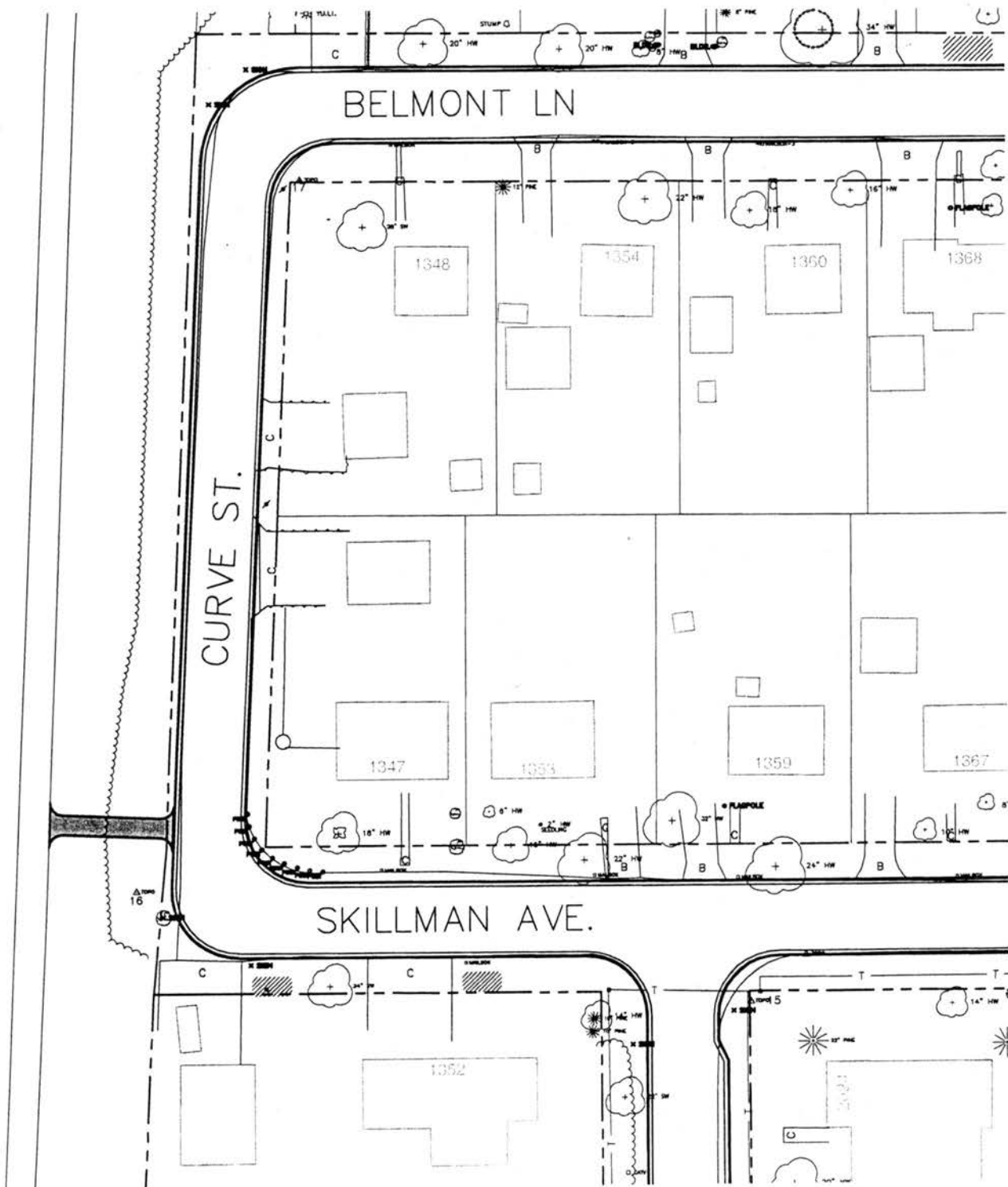




Project Location

Gladstone North Area Streets 04-15





PERMIT

This permit, made this ____ day of _____, 2005, 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 the City of Maplewood, a local government unit of Minnesota, party of the second part (hereinafter "City").

WITNESSETH:

WHEREAS, RCRRA is the owner of the Burlington Northern Railroad Company's former right of way, including the property legally described as follows:

A strip of land, 8.00 feet in width, located in the Northwest Quarter of the Northwest Quarter of Section 15, Township 29 North, Range 22 West, Ramsey County, Minnesota, which is located 4.00 feet on either side of a center line described as follows:

Commencing at the southwest corner of WAKEFIELD MANOR, according to the recorded plat thereof; thence northerly along west line of said WAKEFIELD MANOR, according to the recorded plat thereof a distance of 41.63 feet to the point of beginning of the center line to be described; said point of beginning being northerly and perpendicular to, a distance of 41.52 feet from the south line of said Northwest Quarter of Northwest Quarter; Thence North 87 degrees 51 minutes 39 seconds West a distance of 47.69 feet to the easterly line of the existing bituminous trail owned by the Ramsey County Regional Railroad Authority named as Bruce Vento Trail, and there terminating. The side lines of said strip of land are to be prolonged or shortened to intersect the said east line of said Bruce Vento Trail, Ramsey County, Minnesota (hereinafter the "Premises"), as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as Document No. 2693267; Said permanent easement contains 367 square feet, more or less.

WHEREAS, RCRRA and Ramsey County have entered into a joint powers agreement for the planning, development, and operation of the corridor for the Bruce Vento Regional Trail and potential future light rail transit use, and have executed an easement for the Trail;

WHEREAS, the City would like to construct on the right of way a trail connection to the Bruce Vento Regional Trail;

WHEREAS, RCRRA is desirous of cooperating with the City, 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 the City 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 identified as the Premises to construct, operate and maintain two bituminous pedestrian/bike path connections to the Trail (the Trail Connections).
2. Consideration. In consideration of the foregoing, the City will pay to RCRRA as the one-time fee for this permit and privileges herein, the sum of One Dollar (\$1.00).
3. Relocation. The Trail Connections constructed within the Premises shall be subject to relocation within the Corridor upon demand by the RCRRA at such times as the RCRRA determines to use the Corridor for transit purposes. Such relocation shall be at the sole cost and expense of the City.
4. Restoration. The City 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 the City, to a condition reasonably acceptable to RCRRA.
5. Maintenance. The City shall be responsible for security and maintenance of the Premises, including but not limited to keeping the Premises free of trash, garbage, refuse, noxious weeds, and other general maintenance, prior to construction of transit improvements by the RCRRA. At such times as the RCRRA uses the Corridor for transit purposes, it shall be responsible for security and maintenance, except for the Premises, which will remain the responsibility of the City.
6. Taxes. The City shall be responsible for paying any taxes, special assessments, or other charges levied by the City on the property identified as the Premises during the time that the permit area is being used by the City for trail purposes. In the event taxes, fees, special assessments or other charges are made or levied against the Corridor by an entity other than the City, the parties hereto shall each pay one half (1/2) of any such tax, fee, special assessment or other charge. The City shall not levy or assess any tax or charge on the trail during the life of the permit, for so long as the right of way is in public ownership.
7. Indemnification. The City hereby agrees to defend, indemnify and hold RCRRA harmless from and against any and all claims, proceedings, causes of action, lawsuits, losses, damages, whether direct, indirect, or otherwise, cost and expenses, including attorney's fees relating to or arising out of the City's use of the Corridor pursuant to this Agreement, or use of the Premises.

8. Non-exclusivity. This permit is non-exclusive and is granted subject to the outstanding rights of others to occupy the Corridor. RCRRA does not warrant its title to the Corridor.
9. Termination and Modification. Except as otherwise provided herein, this agreement and the rights and obligations of the parties hereunder may be modified or terminated only by the mutual consent of all parties. All amendments or modifications shall be in writing and approved by the governing body of the respective parties to this agreement or their successors and assigns. Upon termination or abandonment of trail, the City shall be responsible for restoring the Corridor and removing all signs, trail material, and any other improvements erected in connection with its use of the Corridor for trail purposes, at its sole cost and at no cost to RCRRA.
10. 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:

City of Maplewood
Attention: Public Works
1830 County B East
Maplewood, MN 55109

11. Assignment. This agreement shall be freely assignable by the RCRRA.
12. Park. This permit does not establish a permanent park, recreation area, or wildlife or waterfowl refuge facility that would become subject to 49 U.S. C. Sec. 303. Nothing in this paragraph shall be interpreted or operate to impair or waive any party's statutory or common law immunities, defenses, or limitations of liability.
13. The RCRRA may cancel and terminate this permit upon ninety (90) days written notice to the City.

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 5/25/05
David F. MacMillan Date
Assistant Ramsey County Attorney

By: _____
Rafael E. Ortega Date
Chair

Recommended:

Kathryn DeSiegelaere
Kathryn DeSiegelaere Date
Director

CITY OF MAPLEWOOD

By: Robert Cardinal 5-17-05
Robert Cardinal Date
Mayor

By: Richard Fursman 5/17/05
Richard Fursman Date
City Manager

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

10

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

3/29/05
Date

Board Action Requested

Approve RCRRA Lease 026 with 3M near Forest Street in St. Paul and authorize the Chair of the RCRRA to sign the lease.

ACTION IS REQUESTED

Request Justification

See attached information:

- 1) Proposed resolution
- 2) Memorandum from K. DeSpiegelaere, dated 3/29/05
- 3) Map
- 4) RCRRA Lease 026

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longhinny
Signature

March 29, 2005

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; 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 City of St. Paul would make whole a 39-foot corridor for the Ramsey County Regional Railroad Authority for future transit; and

WHEREAS, The City of St. Paul must purchase a 9,243 square foot parcel of right of way from 3M east of Forest Street for the 39-foot corridor; and

WHEREAS, 3M has a need to continue utilizing the tank farm on the parcel of right of way and has negotiated a lease with the Ramsey County Regional Railroad Authority for the continued use of this right of way; Now, Therefore Be It

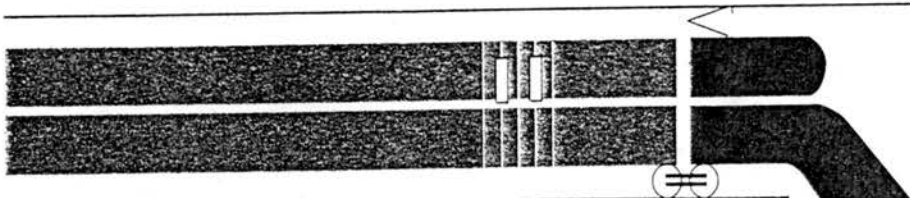
RESOLVED, The Ramsey County Regional Railroad Authority approves Lease 026 with 3M for the continued operation of their tank farm just east of Forest Street in St. Paul, and authorizes the Chair to sign the Lease.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, 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: Approval of Lease 026 with 3M near Forest Street in St. Paul

Date: June 7, 2005

Background

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.

Right of Way Outside of Phalen Roadway

One condition of the easement between RCRRA and the City 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. In order to preserve a 39-foot wide section of right of way for future transit use, the City has to acquire property in several locations along the northern edge and outside of the current RCRRA right of way.

3M Property

One location the City must acquire property is near Forest Street (see **Attachment A**). This property has been acquired from 3M by the City, and was approved by the City Council at their May 25 meeting. The City will convey this property to the RCRRA.

The site to be acquired by the City is the southerly edge of what 3M refers to as their "tank farm". Their tank farm contains fuel oil unloading stations for rail and truck, pump house and related piping, an above-ground fuel oil tank and

unloading station, below-grade fiber optic duct bank, below-grade 13.8 kv electric service and connections to the same, site security fencing, sanitary and sewer storm systems, and fuel oil tanks. 3M has a need to continue to use the tank farm and has requested a lease from RCRRA for this. If RCRRA were not to grant a lease, 3M would have to relocate the tank farm and all of its facilities, which would be expensive.

3M Permit Specifics

The proposed lease between RCRRA and 3M is attached (**Attachment B**).

Some highlights of the lease are:

- Rent is \$2,850 per year. This figure represents 10 percent of the fee value of the right of way as determined by an appraisal the City commissioned of this right of way. The City is paying 3M \$3.10 square foot, and the right of way RCRRA will be conveyed by the City is 9,243 sq ft.
- The term of the lease is five years with three five year options.
- There is a termination clause in the lease which enables either party to terminate the lease for any reason with twelve months advance notice in writing.
- 3M will indemnify and hold harmless RCRRA for any and all claims as a result of 3M's use of the leased premises.

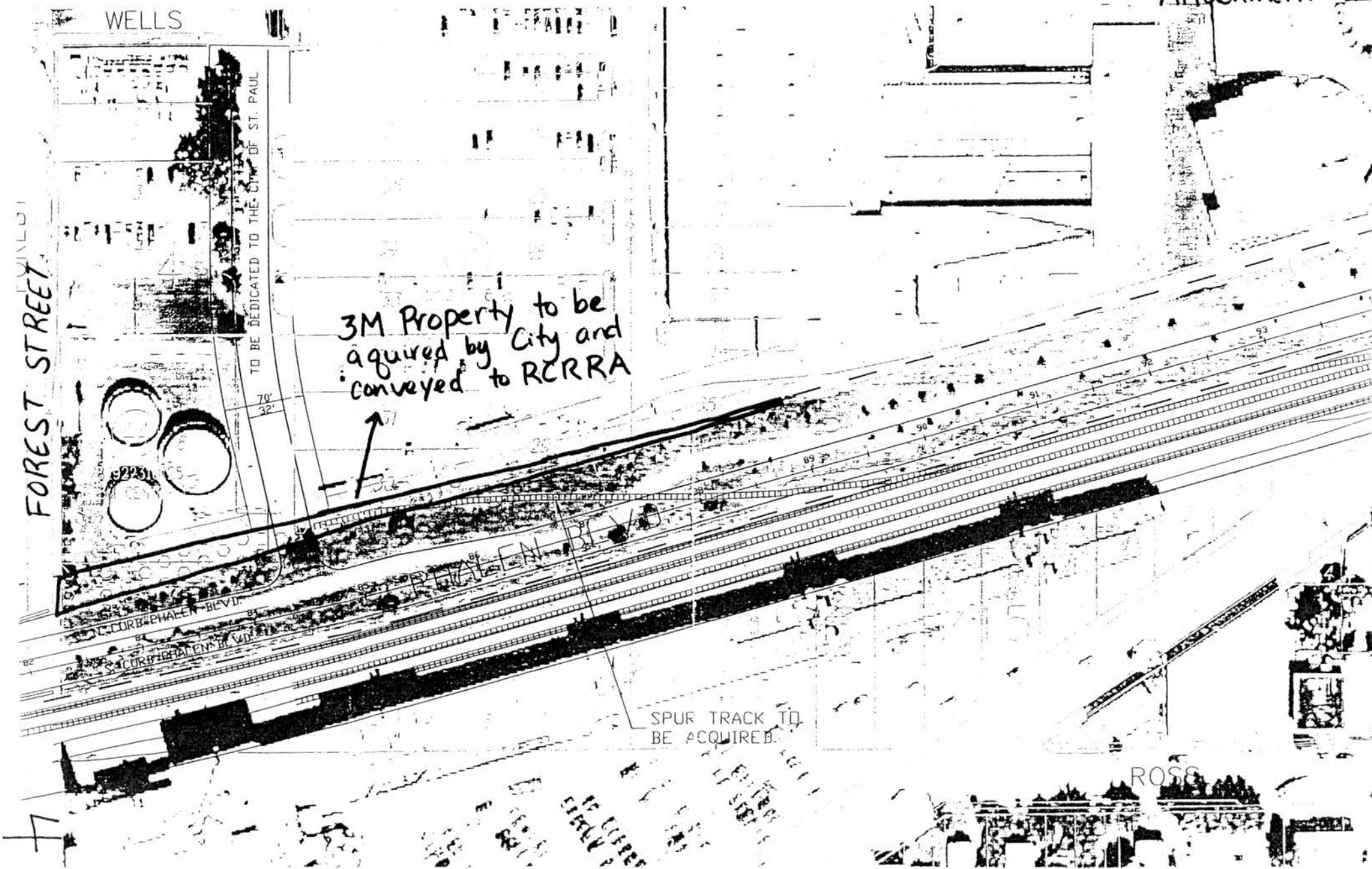
Recommendation:

Consider approving the lease with 3M and authorize the Chair to sign.

Attachments

- Attachment A: Map of 3M Right of Way to Be Conveyed
- Attachment B: Lease between RCRRA and 3M

Attachment #2



LEASE AGREEMENT

THIS LEASE AGREEMENT (this "**Lease**") is made as of June 14, 2005 (the "**Effective Date**"), by and between the Ramsey County Regional Railroad Authority, a political subdivision and local government unit of the State of Minnesota (the "**RCRRA**"), and 3M Company, a Delaware corporation ("**3M**"). 3M and the RCRRA are referred to collectively in this Lease as the "**Parties**" and each individually, without differentiation, as a "**Party**."

WITNESSETH:

- A. On June 24, 2004, the City of Saint Paul, by resolution of its governing body, adopted Council File No. 04-558A (the "**Condemnation Resolution**"), wherein the City found and determined that it was necessary and for a public purpose to acquire ownership of and all right of possession to (together with certain permanent and temporary easement rights in) certain real property in connection with the right-of-way project for Phalen Boulevard between Arcade Street and Johnson Parkway (the "**Phalen Project**").
- B. 3M owns certain real property located at 878 Russell Street (the "**3M Property**") upon which it owns, operates and maintains certain improvements, including a one million gallon tank farm, a rail unloading facility, pump house, telecommunications equipment and related utilities (collectively, the "**Tank Facilities**"). The 3M Property and the Tank Facilities are depicted on the Exhibit A attached hereto and incorporated herein (the "**Site Plan**").
- C. Portions of the land required for the Phalen Project are adjacent to and immediately south of the 3M Property and, pursuant to the Condemnation Resolution, construction of the Phalen Project necessitates the permanent acquisition by the City of a certain portion of the 3M Property shown on the Site Plan, together with all improvements permanently fixed thereto (collectively, the "**Acquisition Property**").
- D. In addition to the Acquisition Property, the City also requires certain permanent slope easements (the "**Permanent Slope Easement**") on, over and across certain additional portions of the 3M Property.
- E. As of the Effective Date, 3M and the City have entered into that certain Purchase Agreement in Lieu of Condemnation (the "**Agreement**"), pursuant to which the City is obligated to transfer the Acquisition Property and the Permanent Slope Easement (collectively, the "**Premises**") to the Ramsey County Regional Railroad Authority (the "**RCRRA**") as right-of-way for future uses consistent with the RCRRA's mission, including without limitation light-rail transit lines and public bike and pedestrian paths, and/or other public uses.

NOW THEREFORE, it is agreed as follows:

1. Premises. RCRRA, in consideration of the rents and covenants hereafter mentioned, does hereby lease to 3M and 3M does hereby take from RCRRA the Premises.
2. Use. The Premises shall be for the use of 3M, its agents, subcontractors, tenants, officers, employees, and invitees for unloading, storage and delivery of fuel oil, environmental containment and compliance related to unloading, storage and delivery of fuel oil, maintaining telecommunications, and monitoring of the foregoing and shall be limited to such specified uses. 3M will make no other alterations, additions, or improvements to the Premises or modify the use or purpose of the Premises without the prior written consent of RCRRA. 3M shall keep the Premises free of any explosive, flammable, or combustible material, other than the No. 6 fuel oil, which would increase the risk of fire, except such materials which are necessary for the operation of 3M's or its tenants' business. 3M shall not handle or store any potentially dangerous or toxic materials, other than No. 6 fuel oil and distillate oils such as No. 2 fuel oil, No. 1 fuel oil and kerosene, and shall not permit the accumulation of junk, debris, or other hazardous materials.
3. Term. The term of this Agreement shall begin on the Effective Date and end on the date that is five (5) years following the Effective Date, unless earlier terminated pursuant to this Agreement (the "Term").
4. Renewal Options. 3M shall have, and is hereby granted, three (3) options to renew the Term (each an "Option") for an additional period of five (5) years (each an "Option Term"). Each Option Term shall follow consecutively upon the expiration of the Term (or immediately preceding Option Term, as the case may be) and shall be otherwise upon the same terms and conditions contained in this Agreement. Each Option shall be exercised by 3M, if at all, by giving written notice to RCRRA not less than six (6) months prior to the date of expiration of the then-running Term or Option Term, as the case may be.
5. Surrender. Upon the expiration of the Term or final Option Term, or the earlier termination of this Agreement, 3M shall surrender the Premises to the RCRRA. Following such surrender, the City shall remove such portions of the Tank Facilities and other improvements as may be located on the Premises and otherwise prepare the Premises for the RCRRA in accordance with the terms of the Agreement. 3M shall have no obligation to remove the Tank Facilities, or any other improvements, from the Premises.
6. Termination. Notwithstanding any other provision of Agreement to the contrary, either of the Parties may terminate this Agreement for any reason, with or without cause, upon twelve (12) months advance notice in writing to the other Party. Said twelve-month period shall begin to run from the date such notice is deposited in the United States mail, if mailed, or on the date such notice is delivered to the parties identified in paragraph 22 hereof, if delivery is effectuated by means other than United States mail.

7. Rent. 3M shall pay to RCRRA, as rent for the Premises during the Term, the sum of Two Thousand Eight Hundred Fifty Dollars (\$2,850) per year in lawful money (the "**Rent**"). The Rent shall be due and payable in advance and as follows:
- For the period from the Effective Date through December 31, 2005, an amount equal to the Rent, reduced pro rata on a per diem basis, upon the closing of the RCRRA Transfer;
 - For each subsequent calendar year (a "**Rental Year**"), the full Rent on or before January 1 of such Rental Year;
 - For each Rental Year during an Option Term (each an "**Option Year**"), the full Rent (as shall be reasonably determined and adjusted by the RCRRA in accordance with market conditions) on or before January 1 of such Option Year; and
 - If the Term shall expire or this Agreement otherwise terminate on a day other than the last day of a calendar year, then the Rent payable during that year shall be reduced pro rata on a per diem basis.
8. Utilities, services, and taxes. 3M shall be responsible for all costs for water, sewer, electricity and any other utilities or services (including, but not limited to, waste or trash removal and snow plowing) used, consumed, or wasted in connection with the Premises during the Term. In addition, 3M shall be responsible for all real estate taxes, personal property taxes (or payments in lieu thereof), and special assessments arising from 3M's use of the Premises pursuant to this Agreement.
9. Maintenance and repairs. 3M accepts the Premises in the "AS IS" condition without any obligation on the part of RCRRA to make any changes, removals, repairs, or improvements thereto. At all times during Term, 3M shall be responsible (at its sole cost and expense) to keep the Premises in a good, clean, and safe condition, and to use reasonable precaution to prevent waste, damage, or injury from occurring.
10. Indemnification. 3M hereby agrees to defend and does hereby indemnify and hold harmless RCRRA, its commissioners, officers, agents, and employees from and against any and all claims, proceedings, actions or causes of action, lawsuits, judgments, losses, damages, whether direct, indirect, or otherwise, costs and expenses, including reasonable attorney's fees, to the extent that the same is caused by the acts, failure to act, or the negligence of 3M in its use of the Premises pursuant to this Lease.
11. Insurance. In order to protect itself, as well as RCRRA under the indemnification provisions of Section 10 above, 3M agrees to purchase and maintain in force at all times during the Term the following minimum insurance coverage applicable to the Premises, affiliated activities, and/or this Lease, and to comply with all provisions noted:

A. General Liability Insurance

OPTION 1: Commercial General Liability Insurance

Minimum limits:

\$1,000,000 general aggregate
\$1,000,000 products/completed operations total limit

The policy is to be written on an occurrence basis or as acceptable to the Ramsey County Risk Manager. Certificates of Insurance must indicate if the policy is issued on a claims-made or occurrence basis.

OPTION 2: Comprehensive General Liability Insurance

Minimum limits:

\$ 750,000 per occurrence
\$1,000,000 aggregate

The following coverages must be specifically insured and certified with no internal sublimits:

- a. Premises and Operations
- b. Independent Contractor's Contingent Liability'
- c. Products / Completed Operations
- d. Contractual Liability – either specifically naming this lease agreement or on a blanket basis
- e. "X, C, U" Hazard Liability (if applicable)
- f. Personal Injury Liability – including claims related to employment and coverages a through 3
- g. Broad Form Property Damage Liability, or deletion of the "Care, Custody, and Control" exclusion

Under both option 1 and 2, RCRRA, its officials and employees shall be added as additional insured with a cross liability / cross suits clause for the protection of RCRRA.

B. Automobile Liability Insurance

Minimum limit: \$750,000 Combined Single Limit
Coverage shall include: hired, nonowned and owned auto

C. Workers' Compensation and Employer's Liability Insurance

Workers' compensation insurance shall be as required by law and shall include an all states or universal endorsement.

Employer's liability minimum limits:

\$ 500,000 per accident
\$ 500,000 per employee
\$ 500,000 per disease policy limit

- D. All certificates of insurance shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Bests' rating for the insurer shall be noted on the certificate, and shall not be less than a B+. On the certificate, the agent shall certify whether or not he/she has errors and omissions coverage.
 - E. All certificates of insurance shall provide that the insurance company shall give thirty (30) days' written notice to both 3M and RCRRA of cancellation, non-renewal, or any material changes in the policy and certificates of insurance.
 - F. Paragraphs 10.A through 10.E establish minimum insurance requirements, and it is the sole responsibility of 3M to purchase and maintain additional insurance that may be necessary in connection with this lease agreement.
 - G. Nothing in this Lease shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.
 - H. Copies of all certificates of insurance shall be submitted to RCRRA upon written request.
 - I. Notwithstanding anything to the contrary in this Lease, Tenant shall have the right at any time, at its option, to self-insure against the risks described herein pursuant to a self-insurance program administered by Tenant.
11. Environmental concerns. 3M shall not create or permit any condition of the Premises that could present a threat to human health or to the environment, subject to 3M's right to use the Premises for the purposes specified in Section 2. 3M shall defend, indemnify and hold harmless RCRRA and its affiliates from any suit or claim growing out of any damages alleged to have been caused by, contributed to, or aggravated by 3M's, or those claiming by, through, or under 3M in the use of the Premises or 3M's violation of any laws, ordinances, regulations or requirements pertaining to solid or other wastes, chemicals, oil and gas, toxic, corrosive, or hazardous materials, air water and surface or groundwater or noise pollution, and 3M's storage, handling, use, or disposal of any such material in violation of applicable law. Subject to the terms of the Agreement, 3M shall bear the expense of all practices or work, preventative or remedial, which may be required because of any conditions of the Premises caused by 3M or any use of the Premises by 3M or those claiming by, through, or under 3M, during the Term or during 3M's use prior to the Effective Date. 3M expressly agrees that the indemnification defense and hold harmless obligations it hereby assumes shall survive the cancellation or termination of this Lease for a period of two (2) years.

RCRRA shall have the right, but not the duty, to enter upon the Premises from time to time as set forth below to inspect the Premises for environmental contamination and in the course thereof to conduct soil and groundwater testing. RCRRA may enter the Premises during 3M's regular business hours, with reasonable notice, and may enter the Premises during periods other than regular business hours either with the prior written consent of 3M or without if RCRRA reasonably believes that an emergency exists on the

Premises. RCRRA shall conduct any such inspections or testing so as to minimize interference with 3M's business operations. RCRRA's entry on the Premises pursuant to this paragraph shall not relieve 3M's obligation to pay rent under this Lease.

12. Testing provision. At the request of RCRRA, upon the termination of this lease agreement, or during the term hereof, 3M shall pay for the services of a state-approved contractor to sample what appears to be any visibly contaminated areas of the leased premises. For any contaminated areas caused by 3M, or those claiming by, through, or under 3M, 3M's contractor or 3M shall provide remediation recommendations to RCRRA, and shall perform remediation to the reasonable satisfaction of the appropriate government agency. Copies of the results shall be forwarded to RCRRA by 3M to ensure that the Premises are returned to RCRRA reasonably free of pollution caused by 3M and in compliance with all applicable state and federal laws and regulations. The provisions of this paragraph shall survive the termination of this Lease.
13. Default. In the event of a breach or default of any term, condition, or covenant of this lease agreement by 3M, 3M shall be entitled to a sixty (60) day written notice specifying the nature of the default. In the event the default is not corrected within the said sixty (60) day period, or a cure commenced for the default requiring more than sixty (60) days to cure with 3M diligently pursuing correction, RCRRA may terminate this Lease immediately and re-enter the Premises and take possession thereof, and use any reasonable or necessary lawful force for regaining possession, whereupon the rights and obligations of the parties shall be the same as above specified in the case of termination at the end of nine (9) months' notice.
14. Remedies cumulative. All remedies hereinbefore and hereafter conferred on RCRRA and 3M shall be deemed cumulative and not one exclusive of the other, or of any other remedy conferred by law or in equity. The failure of either of the covenants of this Lease or to exercise any option herein contained shall not be construed as a waiver or relinquishment for the future of such covenant or option. Receipt by RCRRA of rent due hereunder with knowledge of the breach of any covenant hereof shall not be deemed a waiver of such breach. No waiver by 3M or RCRRA of any of the provisions of this Lease shall be deemed to have been made unless expressed in writing and signed by the party expressing such waiver.
15. Assignment and subletting. 3M shall not transfer, assign, sublet, mortgage, pledge, subordinate, or otherwise convey its interest in this Lease, the Premises, or any part thereof to any other party without the prior written consent of RCRRA, its successors or assigns. The granting or withholding of such consent is solely within the discretion of RCRRA and may be subject to any additional conditions that RCRRA reasonably feels appropriate. Notwithstanding the foregoing, Tenant shall have the right, without obtaining RCRRA's consent, to transfer, sublet or assign Tenant's interest in this Lease, in whole or in part, to any Affiliate. For the purposes of this paragraph, "Affiliate" means any parent company, subsidiary, or company-wide unit of Tenant, any surviving corporation or business entity in a statutory merger, consolidation, or reorganization of Tenant, any corporation or other business entity which acquires all or substantially all or

the stock or assets of Tenant or the assets of the division or unit of Tenant operating in the Premises, or any corporation or other business entity controlled by or controlling Tenant.

16. Condemnation. If all or any part of the Premises is subjected to taking under eminent domain laws, this lease agreement shall continue in effect with rent abated in proportion to the extent of the taking, unless the parties agree to terminate the Lease. 3M agrees that it is not entitled to, and hereby disclaims, any award made for the part of the Premises actually taken, excepting, however, any award for severance damages to other 3M property which is impacted by the taking and any award, or payment issued solely and expressly to compensate for the taking or relocation of personal property owned or constructed by 3M.
17. Compliance with laws, ordinances, and rules. 3M agrees to comply with all laws, ordinances, fire codes, and other regulations of federal, state, municipal, and local government agencies as they apply to its occupancy of the Premises and/or the business it transacts on the Premises. 3M shall also comply with any reasonable rules adopted by RCRRA for the safety, care, and cleanliness of the Premises and for the preservation of good order therein. 3M shall not permit the existence of any nuisance on the Premises.
18. Right of entry. RCRRA may enter the Premises at any time, following reasonable advance notice, to examine, inspect, or protect the Premises and to make alterations, renovations, or repairs.
19. Non-exclusivity. The rights herein granted are subject to the outstanding rights of others to use the Premises solely for locating and maintaining rail lines, poles, wires, pipelines, water lines, and sewers that exist or may be placed upon, across, above, or underneath the leased premises. RCRRA may place additional poles, wires, fiber optic cable, pipelines, water lines, sewers, or other improvements upon, across, above or underneath the Premises without payment of any sum to 3M for any damage occasioned thereby, so long as such permitted additional placements shall be conducted in a manner as to not unreasonably interfere with 3M's operations or the operations of others there. RCRRA hereby agrees that no other individual or entity shall be entitled to occupy, lease or otherwise use any portion of the Premises except as expressly provided herein.
20. Relationship of the parties. Nothing contained in this Lease shall be deemed or construed by the parties hereto or by a third-party to create the relationship of principal and agent or of a partnership or of a joint venture or of any association whatsoever between RCRRA and 3M, it being expressly understood and agreed that neither any provision contained in this Lease nor any act or acts of the parties hereto shall be deemed to create any relationship between RCRRA and 3M other than the relationship of landlord and tenant.
21. Amendments. Other than the Agreement, there are no understandings or agreements not incorporated into this Lease. All amendments, waivers, alternations, or modifications to this Lease shall be only upon mutual agreement of the parties hereto, evidenced in writing and signed by the parties, and incorporated into this Lease by reference.

22. Notices. Written notices required under this lease agreement shall be directed as follows:

RCRRA: Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
RE: LNE

City: City of Saint Paul
Real Estate Division
140 City Hall
Saint Paul, MN 55102
Attn: Bob Novak

3M: 3M Real Estate Department
Building 225-1N-05
3M Center
St. Paul, MN 55144-1000

23. Counterparts. This Lease may be executed in any number of counterparts, each of which shall be an original, but all of which together shall constitute one instrument.
24. Headings. The paragraph headings contained in this Lease are for convenience only and shall not be used in interpreting this Lease.
25. Parties bound. This Lease shall inure to and bind the successors and assigns of the parties hereto. The signatories below each affirm that they have the legal authority to execute this instrument on behalf of the named parties and bind said parties to the covenants and conditions herein.

IN WITNESS WHEREOF, the parties have signed this Lease as of the Effective Date.

Approved as to form and execution:

RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY

David F. MacMillan 6/9/05 By _____

David F. MacMillan Date
Assistant Ramsey County Attorney

Rafael E. Ortega Date
Chair

Kathryn DeSpiegelaere 6/9/05
Kathryn DeSpiegelaere Date
Director

Insurance approved:

Risk Management Date

3M COMPANY

By Robert C. Jacobs
Its Global Facilities Management

MI:1110110.14

This instrument was drafted by:
Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
50 West Kellogg Boulevard
St. Paul, MN 55102
651-266-2764
RE: LNE

EXHIBIT A

Legal Description Property

NOTE: THE LEGAL DESCRIPTION ON THIS LEASE MUST MATCH THE DEED FOR THIS PROPERTY AND IS SUBJECT TO CONFIRMATION.

That part of the following described Parcels 1 and 2, together with those parts of vacated Duchess Street and vacated Russell Street accruing thereto by virtue of the vacation thereof, lying southerly of the hereinafter described Line A;

PARCEL 1

Lot Six (6) except the North one hundred nine (109) feet thereof, and also except that part bounded by a line described as follows:

Beginning on the South line of the North one hundred nine (109) feet of said Lot Six (6) forty (40) feet East of the Southwest corner of said North one hundred nine (109) feet; thence to the Southwest corner of said North one hundred nine (109) feet; thence South on the West line of said Lot Six (6), twenty (20) feet; thence Northeasterly to the point of beginning.

And all of Lot Seven (7) in Block Four (4) of Auditor's Subdivision No. 7, St. Paul, Ramsey County, Minnesota, all according to the recorded plat thereof on file in the office of the Register of Deeds in and for said County.

PARCEL 2

The South thirty (30) feet of Lot Twenty-six (26) and all of Lots Twenty-seven (27), Twenty-eight (28), Twenty-nine (29), Thirty (30), Thirty-one (31), Thirty-two (32) and Thirty-three (33), Block Two (2), Auditor's Subdivision No. 7, St. Paul, Ramsey County, Minnesota.

Line A

Commencing at the southwest corner of Section 28, Township 29, Range 22, Ramsey County, Minnesota; thence North 00 degrees 12 minutes 04 seconds East, assumed bearing, along the west line of said Section 28 a distance of 1128.71 feet to the point of beginning of Line A to be described; thence South 86 degrees 28 minutes 30 seconds East a distance of 597.51 feet; thence easterly 244.73 feet along a tangential curve concave to the north having a radius of 1524.00 feet and a central angle of 9 degrees 12 minutes 03 seconds; thence northeasterly 352.03 feet along a compound curve concave to the northwest having a radius of 2923.00 feet and a central angle of 6 degrees 54 minutes 01 seconds; thence North 77 degrees 25 minutes 25 seconds East a distance of 320.87 feet; thence North 76 degrees 45 minutes 55 seconds East a distance of 371.42 feet, and said Line A there terminating.

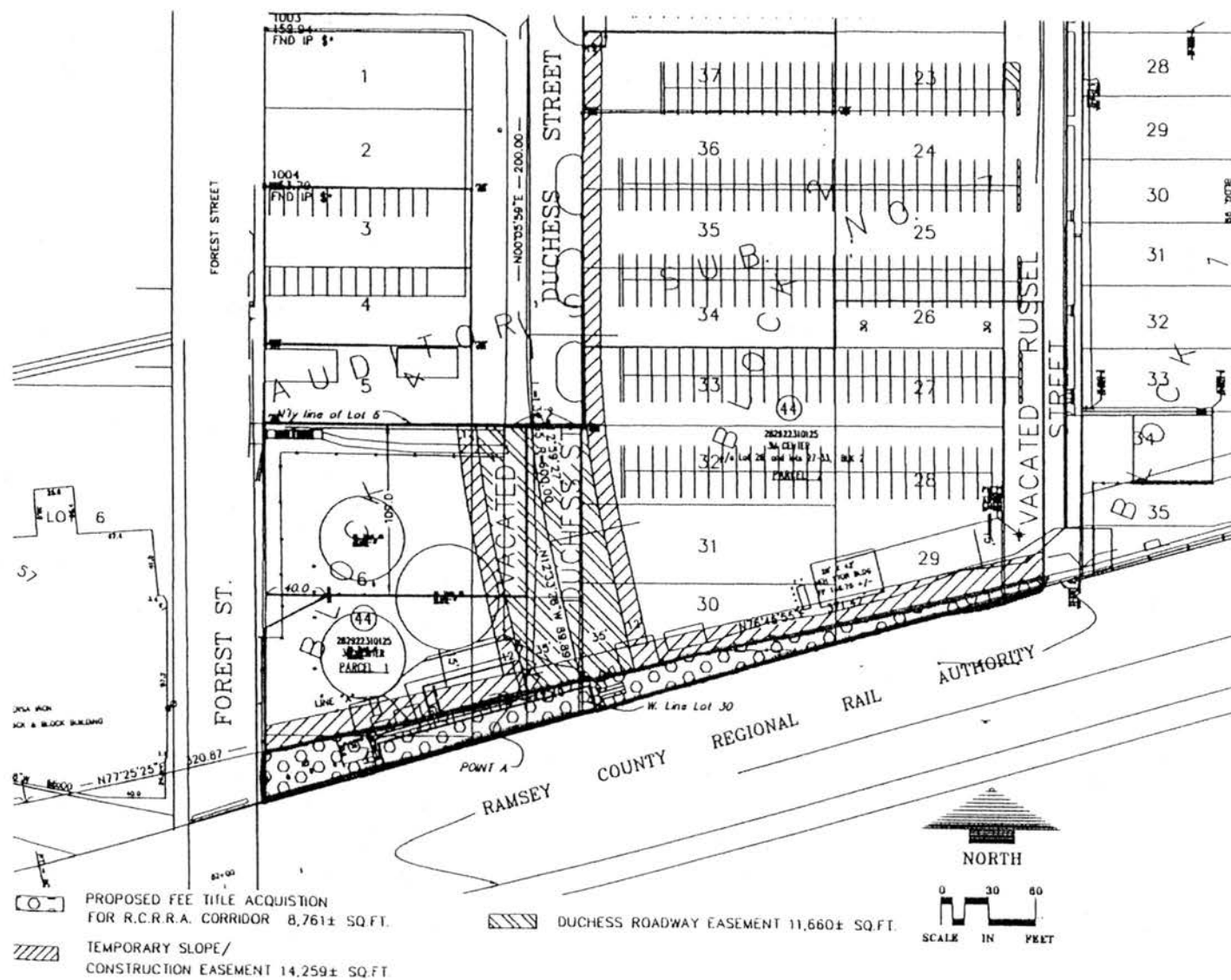
PARCEL 3

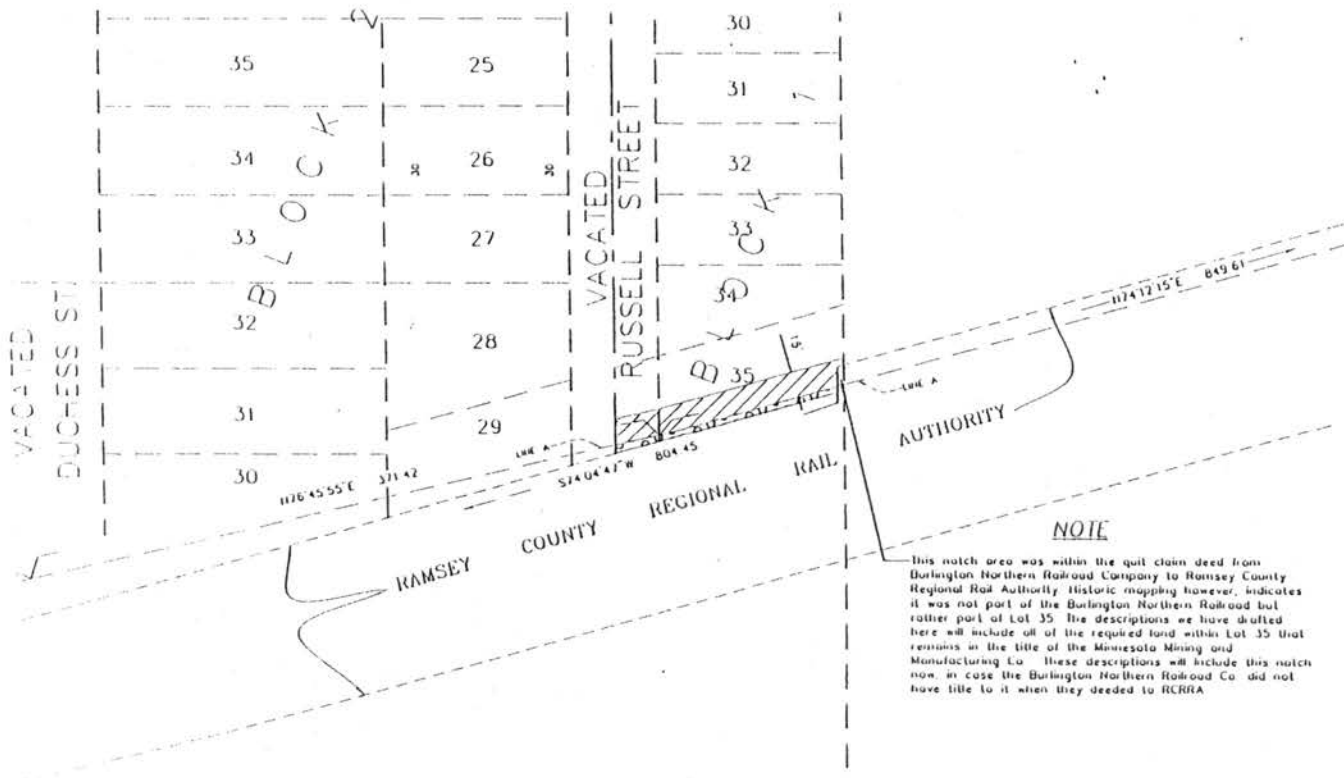
That part of Lot 35, Block 1, Auditor's Subdivision No. 7, St. Paul, Minn., Ramsey County, Minnesota, and adjoining vacated Russell Street accruing thereto by virtue of the vacation thereof, lying southerly of the hereinafter described Line A:

Line A

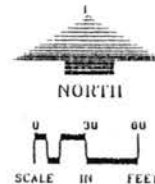
Commencing at the southwest corner of Section 28, Township 29, Range 22, Ramsey County, Minnesota; thence North 00 degrees 12 minutes 04 seconds East, assumed bearing, along the west line of said Section 28 a distance of 1128.71 feet to the point of beginning of Line A to be described; thence South 86 degrees 28 minutes 30 seconds East a distance of 597.51 feet; thence easterly 244.73 feet along a tangential curve concave to the north having a radius of 1524.00 feet and a central angle of 9 degrees 12 minutes 03 seconds; thence northeasterly 352.03 feet along a compound curve concave to the northwest having a radius of 2923.00 feet and a central angle of 6 degrees 54 minutes 01 seconds; thence North 77 degrees 25 minutes 25 seconds East a distance of 320.87 feet; thence North 76 degrees 45 minutes 55 seconds East a distance of 371.42 feet, thence North 74 degrees 12 minutes 15 seconds East a distance of 849.61 feet and said Line A there terminating.

EXHIBIT A-1 Depiction of Leased Premises





PROPOSED FEE TITLE ACQUISITION
 FOR RCRA CORRIDOR 482± SQ. FT.
 TEMPORARY SLOPE/
 CONSTRUCTION EASEMENT 2,012± SQ. FT.



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

Paul J. McKinley - PLS
 16099
 License No. Date

LOUCKS	
MCLAGAN	
Survey, Drafting, and Mapping 10101 Hennepin Avenue, Suite 200 Minneapolis, MN 55412 Phone: (612) 835-1111 Fax: (612) 835-1112	
Project Name: SKETCH AND DESCRIPTION PARCEL 45 PHALEM BOULEVARD PHASE III	
SI PAUL, Minnesota Owner/Requester Name:	
(City) Description:	
(County)	
Professional Engineer:	
(State) License:	
(Project No.)	
(Sheet No.)	
SHEET 1 OF 2 SHEETS	

EXHIBIT A-1
 Depiction of Leased Premises

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Helgeson
Authorized Signature

6/7/05
Date

Board Action Requested

Central Corridor update

DISCUSSION ONLY

Request Justification

See attached information. Steve Morris will provide an update at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longhenry
Signature

June 7, 2005

Date

Ramsey County Regional Rail Authority
Recent questions and answers
May, 2005

Overall Vision

Why are you planning for transit in the Central Corridor?

The Central Corridor is one of the most used transportation routes in the metro area, and several locations are regularly congested with automobile traffic. I-94 is landlocked, and traffic projections predict it will exceed capacity by 2020. Increasing its capacity would cost well over \$1 billion and would have enormous negative impacts on neighborhoods and businesses near it. No capacity improvements are planned for this section of I-94.

The population of the Twin Cities metropolitan area is expected to increase in the next 20 years by a million people. Some of those will live and work in the Central Corridor.

Regardless of what is done with transit in the Central Corridor, the area will change. The Midway business district is one of the fastest growing commercial and residential corridors in the Twin Cities and one of the most congested. Improved transit will provide an alternative to automobile congestion. It will allow those who live in the area and those who use the area to get to work, school or shopping to reach their destinations with good transit service. Improved transit in the Central Corridor will strengthen businesses in the corridor.

Why can't we retain the status quo?

With or without transit improvements, the Central Corridor won't stay the way it is today. If you look at University Avenue 20 years ago, it didn't look like it does today. It is not reasonable to expect that changes will not occur on University Avenue and in the areas adjacent to it.

Buses work okay now on University Avenue, why won't they in the future?

In the future, there will be more people, more cars, more jobs, and more demand for transit services than today. Buses can't meet the needs of the future adequately, and the level of service they provide today will erode.

Timelines

What are the timelines for planning and construction of light rail transit?

The Metropolitan Council will make the decision on whether to do preliminary engineering on either BRT or LRT. Preliminary engineering for LRT will take approximately two years. Local governments and the Federal Transit Administration will

approve preliminary design plans late in preliminary engineering. Final design will take another year. Construction will take approximately three years. Throughout the development of the project, and particularly during preliminary engineering, involvement of the public will be important.

What days and times will LRT/BRT operate?

Vehicles will operate every day, 365 days a year. They will operate from early morning until late evening, generally about 5 AM to 1 AM.

Community input

When can the public comment on the proposed project?

Anytime. Calls are welcome at 651-266-2784. E-mails can be sent to steve.morris@co.ramsey.mn.us. Letters may be sent to Ramsey County Regional Railroad Authority at 665 Ramsey County Government Center West, 50 West Kellogg Boulevard, St. Paul, MN 55102.

Any organization or individual can call to request a meeting.

Formal public hearings will be held on the Draft Environmental Impact Statement, probably later this summer.

During preliminary engineering, there will be many opportunities for the public to be involved in the decisions that are made. We will work this summer with stakeholders on the shape of that involvement.

There have been 100-200 meetings in the past four years, and we will continue to involve the community and be responsive to our neighbors' concerns.

Impacts on businesses

What effects will LRT have on University Avenue during the construction period?

Construction impacts specifically from the construction of LRT will be fully assessed in the preliminary engineering phase, before construction begins. As those impacts are assessed, engineers and planners will identify with the affected parties methods for access to businesses and residences while minimizing the time period of the construction period. The goal is for the community to experience the benefits of improved transit as soon as possible.

The key will be to involve the business and residential communities in construction planning. Different construction methods have different impacts, and the community will be involved in helping determine the best options.

How have other cities supported businesses during the construction period of LRT?

There are many ways to support businesses during public works construction projects, including: 1) involving businesses in the planning process; 2) maintaining convenient access by developing alternate access routes; 3) advertising so that customers know that businesses are open during construction; and 4) scheduling road construction activities to accommodate business needs. Some cities have developed marketing campaigns to help keep customers in touch with businesses through a construction period; others have established community development corporations to provide financial assistance and business consulting services to impacted businesses.

Will there be any compensation to businesses affected by the construction?

There is no plan to compensate businesses during the construction period. There is no plan to increase taxes to businesses for their successes after the construction period.

How much business was lost in other cities during the construction period?

Impacts on businesses vary considerably depending on the project. The key to minimizing the negative impacts on businesses is the involvement of businesses in planning and implementing the project.

How will affected businesses be involved in the planning?

A business-led group called the Central Corridor Partnership, which includes the Ramsey County Regional Rail Authority, has formed to advocate for the project and ensure it addresses business needs and concerns. Many meetings have already been held with business groups over the past several years. During the preliminary engineering phase that will come next, the business community will continue to be involved in helping shape the project.

What will the impact of LRT/BRT be on businesses not near a station?

Businesses in the immediate area of a light rail station see the greatest increase in foot traffic and, consequently, the greatest value. However, on University Avenue, buses will continue to stop every block or two, and passengers can easily access areas between rail stations as well as at rail stations by either walking or taking the bus.

The Central Corridor is designed in a way that will minimize those differences. Because stations tend to benefit businesses located within one-half mile of a station the most, Central Corridor stations are planned to be approximately one mile apart. This means that all businesses on University Avenue are within one half mile of a station and, therefore, in the maximum positive impact area.

Will additional economic development occur?

Yes, additional economic development is likely to occur as a result of city policies and the increased access to businesses around transit stops.

Impacts on residents

Will LRT/BRT yield quality jobs for those living near it?

Transit generates employment opportunities in a variety of ways. As a major public works project, there will be a significant number of construction jobs created. People will also be hired to operate the line. Of greater impact will be the jobs that are likely to concentrate along the line as a result of improved access. Area residents will have easier and less expensive access to jobs in downtown St. Paul, downtown Minneapolis, the University of Minnesota, the airport, the Mall of America, and all points in between. History indicates that employers tend to locate near improved transit because of the easy access to employees and customers.

How will local residents access LRT?

LRT will serve as the backbone for transit in the East Metro area. Residents of the immediate community will have easy pedestrian access to stations. Bus Route 16 will continue to provide corner-to-corner service along University Avenue. Residents north and south of the line will have access via bus transfers.

Impacts on minorities

How will people of color be involved in the decision-making process?

The process will be open to everyone interested in participating, and we will make great efforts to involve people who live and work in the area. Public meetings will be held, and groups or individuals may call to request information or presentations.

Will the community have access to jobs and contracts during construction?

The Central Corridor is a federal project. The federal rules about open bidding are quite specific and will include goals for disadvantaged businesses. As a major public works project, it is imperative that job opportunities be maximized for community residents. The Metropolitan Council will be the agency that administers the contracts.

How many contracts related to this project have been awarded to people of color?

The current planning and engineering contracts have a 15% Disadvantaged Business Enterprise (DBE) requirement.

How many people knew about the contracts?

The lists of state and Metropolitan Council DBE contractors were used for mailing the requests for proposals.

How can we ensure that minorities benefit from LRT?

We can ensure that all interested parties benefit from LRT by continuing public outreach efforts, by following the federal laws that pertain to the projects, and by reaching out to minorities to be involved in the planning efforts.

Construction impacts

How many buildings will need to be acquired to make space for LRT?

No St. Paul buildings will be affected. Some buildings will need to be acquired in Minneapolis near the University of Minnesota.

Does the LRT budget include funds for mitigation of construction impacts?

No. We are working with other cities where LRT has been constructed to identify appropriate measures for addressing construction period impacts.

Environmental impacts

Will LRT reduce air pollution?

Yes. It will replace buses and cars. Reductions in air pollution are modest for any single LRT line.

Will LRT be emission-free?

Yes. The vehicles are electrically powered. Pollution may occur, depending on how the electricity is generated, at other sites.

Will LRT/BRT be noisy?

The vehicles are quieter than a bus, but they have horns for emergencies.

Safety, pedestrian and traffic issues

Will there be crossing gates at all intersections?

Crossing gates are not proposed at any intersections.

Will there be pedestrian crosswalks only at major intersections, or will they be located at other intersections?

This is a community decision. There can be crosswalks at other intersections.

Will children be safe when LRT or BRT comes?

Safety issues will be addressed fully in the preliminary engineering phase. The community will be involved in the planning process.

How will hearing impaired pedestrians be served?

Lights to communicate about trains are an option.

Will there be traffic lights at every intersection?

There will be more traffic lights than there are today, but they will not likely be at every intersection.

Will cars only be able to cross at the intersections where traffic lights are located?

Yes. Cars will be able to turn onto and from University at every intersection, but will be able to cross the entire width of University only at signalized intersections.

Where will left turns be allowed?

Left turns will only be allowed at intersections where traffic lights are located. With few exceptions, signals will be installed every three blocks, but the specific intersections will be determined during the preliminary engineering phase.

Design issues

Were other routes considered for transit improvements?

Yes, many routes were considered over the years, including Pierce Butler Route, railroad lines north of University Avenue, Ayd Mill Road, and I-94 median and frontage roads.

Why wasn't I-94 selected?

I-94 is too far from the residential and commercial areas located on University Avenue to serve them well. Transit that is isolated from the community does not improve transportation within the community, create opportunities for private investment in the community, or help increase the tax base of the community. Therefore, an I-94 alignment would offer little improvement for employers and employees located along University Avenue.

An I-94 alignment would primarily serve people going between the downtown areas. Building LRT along I-94 would require major reconstruction of the freeway, including bridges and interchanges between downtown Minneapolis and downtown St. Paul. Such a rebuilding is not in any long-range plans.

In addition, waiting in the middle of a freeway for a train, because of its isolated location and noise, is not the most comfortable experience for train passengers.

How will snow removal and storage be handled?

The establishment of LRT on University Avenue will make this street a top priority for early plowing. Agreements will be developed between Metro Transit, the cities, and the University of Minnesota to provide for snow removal.

Where will the space for LRT come from on University Avenue?

University Avenue is 120 feet wide. There is enough space on University Avenue for sidewalks, two travel lanes in each direction, two LRT tracks and parking. Where stations are located and left turn lanes are constructed, there will not be enough space for parking.

Will the area where LRT operates be raised?

It will operate at street level or slightly above. It will be separated from regular traffic by a low curb designed to allow emergency vehicles to cross it.

Will there be a barrier between the two sets of tracks on University Avenue?

No barrier is planned between the tracks or between the traffic lanes and the tracks on University Avenue.

Parking impacts

How many parking spaces will be lost and where?

Generally speaking, on-street parking can remain except where there are stations or left turn lanes, so parking options will continue to be available at most locations after construction is completed.

The Ramsey County Regional Railroad Authority (RCRRA) has held meetings with representatives around Dale Street, Raymond Avenue, and Snelling Avenue to discuss the anticipated parking impacts of LRT and BRT. Parking and access to businesses in these areas are a problem today. A light rail project will create opportunities for additional parking and improved non-automobile access to these areas.

The RCRRA is happy to speak with individuals and groups about the parking impact.

Does the LRT budget include funds for park and ride locations?

No.

Will there be traffic congestion near park and ride locations?

Park and ride will be discussed in the next phase of work, preliminary engineering and the community will have opportunities to help shape decisions about park and ride.

Is there a plan for parking at Union Depot where the Central Corridor will end?

This issue will be discussed in the next phase of engineering work.

Buses

Will there still be buses on University Avenue?

Yes. Buses will continue to operate on University Avenue, stopping every block or two as they do now. Because LRT will accommodate many current transit patrons, bus service will be less frequent than today.

Why have two types of transit – buses and LRT – on the same street?

Buses and LRT serve different needs, and thus both will be provided. Buses will stop every block or two on University Avenue, as they do now. LRT will stop at major intersections, connecting with north/south bus service. Stations for LRT will be approximately every mile.

Hiawatha Line comparisons

What is the impact of the Hiawatha Line thus far?

About 40% of the Hiawatha LRT riders are not previous transit users. The line has been open less than a year and has already generated housing and business expansion along it.

Will the crossing arms in St. Paul be similar to those in Minneapolis?

No crossing gates are proposed along the Central Corridor. LRT will operate with regular traffic.

What are Hiawatha's ridership figures?

Hiawatha ridership is currently about 20,000 passengers each weekday.

Visuals

Who prepared the LRT simulation?

Zimmer Gunsul Frasca, an architectural firm, prepared it.

Decision Making

Who decides what happens here?

The decision will be the Metropolitan Council's. The Federal Transit Administration has a role in guiding the project to meet federal requirements. There is a Central Corridor Coordinating Committee, comprised of representatives of St. Paul, Ramsey County, Minneapolis, Hennepin County, the University of Minnesota, Minnesota Department of Transportation and the Metropolitan Council, that makes recommendations on the Central Corridor transit project.

Each of us helps them decide, by offering comments and suggestions to them.

What are nonreversible decisions that the Central Corridor Coordinating Committee (CCCC) will make before the handoff to the Met Council?

The CCCC will decide on the mode (type of transit). It has already decided on the location. It has made a preliminary recommendation that light rail transit is the preferred mode.

Cost

How much will LRT cost the state and federal governments?

The current cost estimate for LRT for the Central Corridor is \$840 million. Half of the funds are expected from the federal government.

The current cost estimate for bus rapid transit for the Central Corridor is \$241 million.

The two modes are not equivalent in how they meet existing and future transit needs in the corridor.

Will LRT affect property taxes?

The primary sources of LRT funding will be the federal, state and county governments. The project itself will not likely cause a significant increase in property taxes.

The expected increase in property values in the immediate vicinity of the transit line will likely be the source of a property tax increase. In most cities, property taxpayers near light rail lines have seen a significant increase in their net worth as a result of increased property values.

Draft Environmental Impact Statement

Does the EIS discuss impacts on renters as well as homeowners?

It addresses impacts on people who live near University Avenue whether renters or homeowners.

Does the EIS address the differences before and after LRT?

The EIS does address areas of potential differences before and after BRT and LRT.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

12

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

June 7, 2005
Date

Board Action Requested

Update on National Register Nomination of
Theodore Hamm Brewing Company District.

DISCUSSION ONLY

Request Justification

See attached:

- 1) Memorandum from K. DeSpiegelaere dated 6/7/05
- 2) Map of proposed nomination
- 3) Letters to/from State Historical Society

Budgeting and Accounting

County Attorney

Risk Management

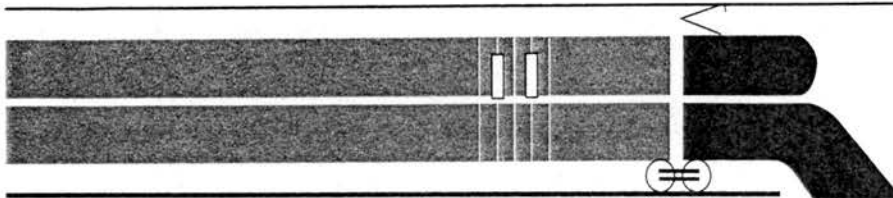
Documentation certified complete for:

June 14, 2005

Board Date

Kristine A. Longhenny
Signature

June 7, 2005
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: Update on National Register Nomination of Theodore Hamm Brewing Company District

Date: June 7, 2005

During your April 19, 2005, meeting, RCRRA staff presented information regarding the nomination of the Theodore Hamm Brewing Company District to the National Register of Historic Places.

The RCRRA was informed that a portion of our right of way is being considered for nomination to the National Register of Historic Places as part of the Theodore Hamm Brewing Company District. The Friends of Swede Hollow organization hired an architect to put together the nomination form, which the Minnesota Historical Society reviewed. This site was considered for nomination to the National Register by the State Review Board at their May 24, 2005, meeting.

The State Review Board voted affirmatively that the nomination met the criteria to be eligible for designation to the National Register. The nomination will then go on to the National Register office in Washington, D.C. where it will be evaluated. Historical Society staff estimated RCRRA and other property owners would learn by the end of August the evaluation of the National Register.

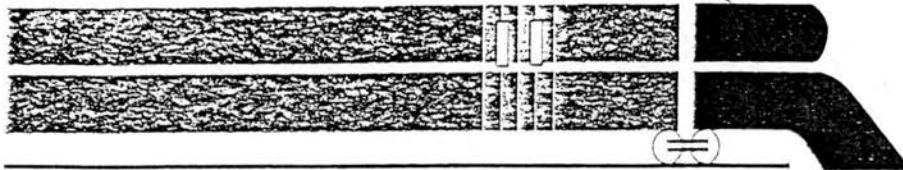
What this means for RCRRA is because part of our right of way was determined eligible for the National Register, the State Historical Society will review and comment on any federal undertakings, including any federally funded project, that will affect the district. They would not review and comment on non-federally funded projects.

RCRRA staff will update you on the National Register status as we receive information.

Attachments:

- A. Map of Proposed Nomination
- B. Letters to/from State Historical Society





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

April 19, 2005

Secretary
State Review Board
State Historic Preservation Office
345 Kellogg Boulevard West
St. Paul, MN 55102-1906

Dear State Review Board Members:

I am writing on behalf of the Ramsey County Regional Railroad Authority (RCRRA) in response to a March 16, 2005, letter notifying RCRRA that a portion of our right of way is being considered for nomination to the National Register of Historic Places as part of the Theodore Hamm Brewing Company District. RCRRA owns a 6.5 mile corridor from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood.

This right of way was acquired to preserve the property as an option for a future light rail transit line. The City of St. Paul and Ramsey County Parks and Recreation have constructed a trail, the Bruce Vento Trail, on our right of way, and RCRRA future plans include transit and trail co-existing in the same right of way.

While there are no immediate plans for the return of rail service in this corridor, nor is there a timeline of when rail service could return, the corridor was purchased by RCRRA for that express purpose. It is also possible that a different type of transit line, rail or bus, could be built on this right of way.

Again, RCRRA would like to go on the record to express our concerns that whatever action taken by your Board take into account the future intention of the RCRRA regarding our right of way. We would like your written commitment that historical designation, if granted, will not create difficulties in the future for implementation of transit in this area. We look forward to working together with you to cooperatively resolve this important issue.

Sincerely,


Rafael E. Ortega, Chair

cc: Ramsey County Regional Railroad Authority
Kathryn DeSpiegelaere, RCRRA Director



MINNESOTA HISTORICAL SOCIETY

May 3, 2005

Mr. Rafael E. Ortega, Chair
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center-West
50 West Kellogg Boulevard
St. Paul, Minnesota 55102

Dear Mr. Ortega:

RE: RCRRA letter to State Review Board regarding nomination of
Theodore Hamm Brewing Company, St. Paul, to the National Register

Thank you for your letter in which you described the RCRRA's interest regarding the future light rail on the portion of the Bruce Vento Trail that is located within the boundary of the above property. These and other issues pertaining to the nomination were discussed with RCRRA representatives Kathryn DeSpiegelaere and Alicia Vap on March 29, 2005. Please do not hesitate to contact this office to discuss any concerns you may have regarding future light rail initiatives in this area.

Sincerely,

Susan Roth
State Historic Preservation Office

cc: Kathryn DeSpiegelaere, Director, and Alicia Vap, Transportation Planner
Ramsey County Regional Railroad Authority
Suite 665 RCGC West
50 West Kellogg Blvd.
St. Paul, MN 55102