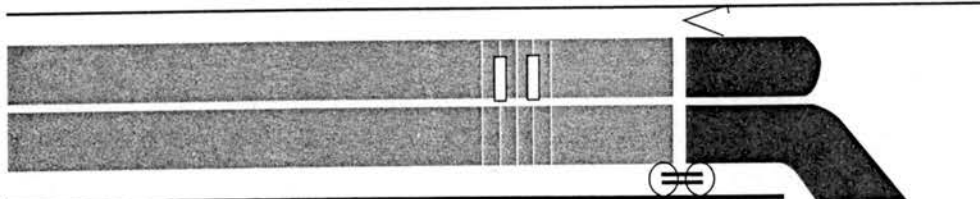




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

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

Ms Angie Taylor
RCRRA
RCGC-West, Suite 665

AGENDA

Regional Railroad Authority Meeting

March 14, 2006

**Immediately following
Legislative Committee of the Whole**

Third Floor Council Chambers Courthouse

1. * Approve minutes from February 14, 2006 meetings.

ADMINISTRATIVE AGENDA

2. * Ratify Partial Payment No. 2 in the amount of \$88,124.59 to LTK Engineering Services for consulting services on the Union Depot project through December 2005.
3. * Ratify quarterly report of payments for October 1, 2005 to December 31, 2005.

POLICY AGENDA

4. Legislative Update—Kathy DeSpiegelaere.
 5. Central Corridor Update—Steve Morris.
 6. Comments on changes to federal New Starts Requirements—Steve Morris.
- * Action is requested

Meeting Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on February 14, 2006 in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: Julie Kleinschmidt, Darwin Lookingbill, Robert Clarkson, David Twa, Steve Morris, Angie Taylor, Allen Lovejoy, Terry Speiker, Jolly Mangine, Alicia Vap, Tim Mayisich, Mark Voerding

Chair Ortega called the RCRRA meeting to order at 9:55 a.m.

ADMINISTRATIVE AGENDA

1. Approve minutes from January 24, 2006 RCRRA meeting

A motion was made by Commissioner Bennett, seconded by Commissioner McDonough, to approve the minutes from the January 24, 2006 RCRRA meeting.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

2. Ratify Partial Payment No. 23 in the amount of \$17,483.06 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for November 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Carter, to ratify Partial Payment No. 23 in the amount of \$17,483.06 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for November 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 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 November 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. 6011662, Partial Payment No. 23, in the amount of \$17,483.06 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through November 25, 2005; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$17,483.06 for services rendered through November 25, 2005, is hereby ratified.

3. Ratify Partial Payment No.18 in the amount of \$12,124.71 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for December 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Carter, to ratify Partial Payment No.18 in the amount of \$12,124.71 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for December 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 December 23, 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-4451, Partial Payment No. 18, in the amount of \$12,124.71 attachments thereto, provide the correct documentation of payments due Metropolitan Council through December 23, 2005; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$12,124.71 for services rendered through December 23, 2005, is hereby ratified.

4. Ratify Partial Payment No. 3 in the amount of \$213.50 to Thompson Coburn for legal services on the Union Depot project and Central Corridor Transit project through December 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Carter, to ratify Partial Payment No. 3 in the amount of \$213.50 to Thompson Coburn for legal services on the Union Depot project and Central Corridor Transit project through December 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 professional services of Thompson Coburn for legal services on the Union Depot project and the Central Corridor transit project; and

WHEREAS, Thompson Coburn has satisfactorily completed portions of the work identified in the referenced agreement, and provided detailed invoice documentation for services and costs accrued through December 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, Thompson Coburn Invoice No. 1030392, Partial Payment No. 3 in the amount of \$213.50 attachments thereto, provide the correct documentation of payments due Thompson Coburn through December 2005; Now, Therefore Be It

RESOLVED, Payment to Thompson Coburn in the amount of \$213.50 for services rendered through December 2005 is hereby ratified.

5. Ratify Partial Payment No. 10 in the amount of \$2,158.59 to Tunheim Partners for communication and community organizing services on the Union Depot project through December 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Carter, to Ratify Partial Payment No. 10 in the amount of \$2,158.59 to Tunheim Partners for communication and community organizing services on the Union Depot project through December 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 December 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. 03547, Partial Payment No. 10 in the amount of \$2,158.59 attachments thereto, provide the correct documentation of payments due Tunheim Partners through December 2005; Now, Therefore Be It

RESOLVED, Payment to Tunheim Partners in the amount of \$2,158.59 for services rendered through December 2005 is hereby ratified.

POLICY AGENDA

6. Approve contract with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for an amount not to exceed Thirty-Two Thousand One Hundred Forty-Five Dollars and Twenty-Seven Cents (\$32,145.27) for intergovernmental relations services for a period from February 14, 2006 to February 14, 2007; and authorize the Chair of RCRRA to execute the agreement

A motion was made by Commissioner Bennett, seconded by Commissioner Reinhardt, to approve the contract with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered, for an amount not to exceed Thirty-Two Thousand One Hundred Forty-Five Dollars and Twenty-Seven Cents (\$32,145.27) for intergovernmental relations services for a period from February 14, 2006 to February 14, 2007; and to authorize the Chair of RCRRA to execute the agreement.

Commissioner McDonough recommended that the contract be changed to include the names of the McGann staff who will be supporting RCRRA, Joseph Bagnoli and Sarah Psick, so in the event that there is a staffing change, the change can be made to the contract to ensure that RCRRA's needs are met. Commissioner Ortega added that William McGrann, principal of the law firm, be included as well, on an as needed basis. Commissioner Reinhardt seconded the recommended change.

Roll call vote was taken; Commissioner Rettman voted no:

Ayes – 6, Nays – 1
Motion accepted.

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, Rush Line Corridor, Robert Street Corridor, Union Depot, high speed rail, commuter rail and the overall issue of transit capital and operating funding will be the subject of state funding requests in 2006; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby approves the contract with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered, in an amount not to exceed Thirty-Two Thousand One Hundred Forty-Five Dollars and Twenty-Seven Cents (\$32,145.27), for a period from February 14, 2006 to February 14, 2007; and Be It Further

RESOLVED, That the Authority authorizes its Chair to execute the attached contract.

7. Authorize staff to issue a request for lease proposal for office space for Ramsey County Regional Railroad Authority

A motion was made by Commissioner McDonough, seconded by Commissioner Parker, to authorize staff to issue a request for lease proposal for office space for Ramsey County Regional Railroad Authority.

Commissioner Bennett suggested the possibility of the Rail Authority sharing space with Public Works in Arden Hills, to keep transit and transportation together. Commissioner Ortega commented that Property Management could look into that.

Commissioner Rettman asked how potential landlords could get the RFP from Property Management. Jolly Mangine, Ramsey County Property Management, provided his direct line. Mr. Mangine also commented that they would be distributing the RFP to nearly every business, since the area for office space that is being considered is so small. He noted that over sixty realtors and seventy building owners could be contacted.

Commissioner Reinhardt asked for clarification about the need for storefront office space on University Avenue. She noted that it would be difficult to house Public Works and Rail Authority staff in Arden Hills and house everyone on University Avenue as well.

Commissioner Ortega commented that one of the reasons for the RFP is to discover what the market is and how it will fit the Rail Authority's needs.

Commissioner Carter requested clarification of when the property should be available for occupation. Mr. Mangine commented that the date has not been specified, as it is important to remain flexible. He noted that Kathy DeSpiegelaere hoped to be able to move by the end of 2006.

Commissioner Reinhardt requested clarification regarding the relocation of Rail Authority staff.

Commissioner Bennett understood the RFP to be for a storefront location specifically for Central Corridor. Commissioner Ortega suggested the RFP be changed to allow for a more broad statement. He agreed that RCRRA wants to have a physical presence on University Avenue along the Central Corridor.

The RCRRA agreed that under item III, Program Requirements, section A, the language should be amended to read: "The estimated space requirement is **up to** 4,500 usable square feet....".

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority offices are required to relocate and additional staff positions were authorized in the 2006 budget for Ramsey County Regional Railroad Authority that cannot be accommodated in the Rail Authority's current office space at Government Center West, and

WHEREAS, University Avenue is located along the Central Corridor and along transit routes, and residents of the corridor have requested a location where they could walk in for information on the project; Now, Therefore, Be It

RESOLVED, That staff is authorized to issue a request for lease proposal for office spaces for Ramsey County Regional Railroad Authority.

8. Authorize Director to send a letter to terminate Lease LNE019 with 3M for Railroad Spur Track that has been removed

A motion was made by Commissioner McDonough, seconded by Commissioner Carter, to authorize the Director to send a letter to terminate Lease LNE019 with 3M for Railroad Spur Track that has been removed.

A roll call vote was taken:

Ayes – 7, Nays – 0
Motion approved.

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 executed 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; and

WHEREAS, The Ramsey County Regional Railroad Authority has lease LNE019 with 3M for railroad spur tracks to serve the 3M fuel tank farm located near Forest in St. Paul; and

WHEREAS, due to the construction of the Phalen Boulevard roadway, lease LNE019 with 3M must be terminated; Now, Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director to sign a letter terminating the lease LNE019.

The meeting adjourned at 10:38 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere
Authorized Signature

3/7/06

Date

Board Action Requested

Ratify Partial Payment No. 2 in the amount of \$88,124.59 to LTK Engineering Services for consulting services on the Union Depot project through December 2005.

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution ratifying payment
 - 2) Accounts Payable forms and Partial Payment No. 2
 - 3) LTK Invoice No. 3511-002 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 14, 2006

Board Date

Angelique Taylor

Signature

3/7/06

Date

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RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for professional services of LTK Engineering Services for consulting services on the Union Depot project; and

WHEREAS, LTK Engineering Services has satisfactorily completed portions of the work identified in the referenced agreement, and provided detailed invoice documentation for services and costs accrued through December 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, LTK Engineering Services Invoice No. 3511-002, Partial Payment No. 2 in the amount of \$88,124.59 attachments thereto, provide the correct documentation of payments due LTK Engineering Services through December 2005; Now, Therefore Be It

RESOLVED, Payment to LTK Engineering Services in the amount of \$88,124.59 for services rendered through December 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

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Business Unit: RRA
Voucher ID: 00003597

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 08.Feb.2006
In Time 12:43:48 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
08.Feb.2006	3511-002	31.Dec.2005	0000101563	LTK ENGINEERING SERVICES, INC.	ONL	LONGHEKR P		31.Dec.2005	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$88,124.59	\$0.00	100 W BUTLER AVE			AMBLER	PA	19002		
Handling	Group ID	Sales Tax	Pckp Ord Nbr							
RE	000864	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S U F 1099	PO Business Unit	PO Id	PO Type
1	Professional Service	\$65,466.26	918070001	\$65,466.26		Y Y Y N	RRA	0000000488	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421522	12501	150112	00000				2004			\$65,466.26			N
Account Name: Other Professional Services						Department Name: Union Depot Study								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S U F 1099	PO Business Unit	PO Id	PO Type
2	Professional Service	\$22,658.33	918070001	\$22,658.33		Y Y Y N	RRA	0000000488	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421522	12501	150112	00000				2005			\$22,658.33			N
Account Name: Other Professional Services						Department Name: Union Depot Study								

2



Business Unit: RRA
Voucher ID: 00003597

VOUCHER
Purchase Order Voucher

Page No. 2
Run Date 08.Feb.2006
Run Time 12:43:48 PM

Report ID: RMAP19

Payment Comments-Check Stub

LTK Project No. C3511, Invoice No. 3511-002, dated 12/31/05
Services on the Union Depot Concourse Preservation and Upgrade for November - December 2005

Voucher Comments

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

Authorization K Desprez Date 2/9/06

GW

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000101563
LTK ENGINEERING SERVICES, INC.
100 W BUTLER AVE
AMBLER PA 19002
United States

Purchase Order	Date	Revision	Page
RRA - 0000000488	10/17/2005		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	99,768.32	99,768.32	10/17/2005
Schedule Total					99,768.32	

Mfg ID

Item Total 918070001 99,768.32

2 - 1	Professional Service	1.00	EA	45,351.68	45,351.68	10/17/2005
Schedule Total					45,351.68	

Mfg ID

Item Total 918070001 45,351.68

Agreement to develop a work plan and budget for the first phase of Union Depot renovation - Resolution R05-53.

Total PO Amount 145,120.00

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

Unauthorized

4

LTK Engineering Services - Union Depot Concourse Preservation and Upgrade Project

Period of service	Invoice #1 8/1/05-10/28/05	Invoice #2 11/1/05-12/31/05		
LABOR	\$22,078.50	\$19,420.00		
DIRECT COSTS	\$14,028.93	\$73,342.73		
ADJUSTMENTS	\$0.00	\$0.00		
TOTAL INVOICE	\$36,107.43	\$92,762.73		
RETAINAGE (5%)	\$1,805.37	\$4,638.14		
NET PAY INVOICE	\$34,302.06	\$88,124.59		
Direct Costs:	\$14,028.93	\$73,342.73		
Subcontractors	\$12,271.73	\$70,473.63		
Consultants	\$0.00	\$0.00		
Direct Travel	\$1,306.92	\$2,416.98		
Telephone	\$0.00	\$100.28		
Reproduction	\$68.98	\$176.92		
Mailing	\$381.30	\$174.92		
Supplies	\$0.00	\$0.00		
Miscellaneous	\$0.00	\$0.00		
Amount spent on contract	\$34,302.06	\$88,124.59		
Balance of contract	\$110,817.94	\$56,995.41		



LTK Engineering Services

Member of The Klauder Group

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

Invoice

Bill To:

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

Project Description:

St.Paul Union Depot Concourse Preservation and Upgrade
(Agreement dated 09/06/05 - Amendment 1 dated 09/06/05)

LTK Project #: C3511		Invoice Date: 12/31/2005		
Invoice Number: 3511-002				
Labor Category	Employee	Hours	Rate	Amount to Bill
Project Analyst	John E. Hillis, Jr.	31.0	122.00	3,782.00
Senior Professional	Thomas G. Matoff	12.0	183.00	2,196.00
Senior Systems Consultant	David E. Staplin	71.5	188.00	13,442.00
Total Labor		114.5		19,420.00
Subcontractors				70,473.63
Consultants				
Direct Travel				2,416.98
Telephone				100.28
Reproduction				176.92
Mailing				174.92
Supplies				
Miscellaneous				
Total Expenses				73,342.73
Invoice Total				92,762.73
Less: Retainage	5%			4,638.14
Net Due				88,124.59

ORIGINAL

7

LTK ENGINEERING SERVICES

Date: 12/31/2005

Ramsey County
Union Depot Concourse

Task Numbers	Authorized Budget	Previously Incurred	Current Month	Cumulative Incurred	Remaining Budget
C3511.01	1,279.00	1,251.76	12.65	1,264.41	14.59
C3511.02	6,182.00	5,320.40	300.30	5,620.70	561.30
C3511.03	16,862.00	8,890.32	7,756.96	16,647.28	214.72
C3511.04	33,602.00	10,646.00	19,867.27	30,513.27	3,088.73
C3511.05	87,195.00	10,018.95	64,825.55	74,844.50	12,350.50
Totals	\$145,120.00	\$36,127.43	\$92,762.73	\$128,890.16	16,229.84

6

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere
Authorized Signature

3/7/06
Date

Board Action Requested

Ratify quarterly report of payments for
October 1, 2005 to December 31, 2005.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Kleinschmidt, dated February 22, 2006
 3. Detail Disbursements for October 2005 through December 2005
 4. Appropriation Budget Status as of December 31, 2005

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 14, 2006
Board Date

Angelique Taylor
Signature

3/7/06
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of October 1, 2005 through December 31, 2005 and a record of these disbursements is attached; Now, Therefore, Be It

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary



Office of Budgeting and Accounting

Julie Kleinschmidt, Director

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

Tel: 651-266-8041

Fax: 651-266-8066

MEMORANDUM

TO: Kathryn DeSpiegelaere, Director-Regional Railroad Authority Planning

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

DATE: February 22, 2006

SUBJECT: Ramsey County Regional Railroad Authority
Report of Payments: October 1, 2005 through December 31, 2005

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budgeting & Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period is as follows:

<u>150101 - Regional Railroad Authority Administration:</u>	\$ 163,644.01
Budget Year 2005	\$ 153,617.82
Budget Year 2004	75.75
Budget Year 2003	9,950.44
<u>150106 - Northeast Corridor Maint. Kellogg to Beam:</u>	- 3,388.43
Budget Year 2005	\$ - 3,388.43
<u>150112 - Union Depot:</u>	235,156.81
Budget Year 2005	\$ 95,904.93
Budget Year 2004	139,251.88
<u>150113 - Diagonal Property Roseville:</u>	350.00
Budget Year 2005	\$ 350.00
<u>150180 - Proj/Grant Central Corridor Phase II (G205005):</u>	127,413.36
Budget Year 2003	\$ 127,413.36
<u>150180 - Proj/Grant NE Corridor Right-of-Way (P121001):</u>	<u>13,538.34</u>
Budget Year 2001	\$ 13,538.34
Total Payments October 2005 through December 2005	<u>\$ 536,714.09</u>

Attached are the following reports:

- A. Detail Disbursements for the period October 2005 through December 2005.
- B. Appropriation Budget Status as of December 31, 2005.

JK:MJ:dmh
Attachments



DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2005 through 12/31/2005

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

Budget Period		Fund		Department				Project/Grant		Program	
2005		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA						00000 All Programs	
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421103	12/31/05	AP00712599	12/31/05	15,874.34	RRA 00003537		00011120	01/13/06		0000100150 Budgeting And Accounting	
Total Account 421103				15,874.34	Budget And Accounting Svcs				Account 421103	Payments: 15,874.34 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421208	11/28/05	0000686746	11/28/05	-2,734.02	To charge Attorney's time to correct account per Kris Longhenry.						
421208	11/10/05	AP00685901	11/10/05	1,943.46	RRA 00003482		00010853	11/18/05		0000100153 County Attorney	
421208	12/19/05	AP00708796	12/19/05	2,898.72	RRA 00003525		00011015	12/23/05		0000100153 County Attorney	
421208	12/31/05	AP00719063	12/31/05	559.98	RRA 00003590		00011253	02/10/06		0000100153 County Attorney	
Total Account 421208				2,668.14	County Attorney Services				Account 421208	Payments: 5,402.16 Journal Entries: -2,734.02 Undisbursed Expenses: 0.00	
421402	10/27/05	AP00683256	10/27/05	2,477.00	RRA 00003459		00010786	11/04/05		0000100168 Information Services	
421402	11/21/05	AP00688133	11/21/05	732.00	RRA 00003495		00010920	12/02/05		0000100168 Information Services	
421402	12/22/05	AP00710050	12/22/05	624.00	RRA 00003534		00011045	12/30/05		0000100168 Information Services	
421402	12/31/05	AP00717020	12/31/05	624.00	RRA 00003583		00011209	02/03/06		0000100168 Information Services	
Total Account 421402				4,457.00	Data Proc Srv-Mtce				Account 421402	Payments: 4,457.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421501	11/22/05	AP00687841	11/22/05	1,041.26	RRA 00003501	0000000484	0000904025	12/02/05		0000154904 Thompson,Coburn	
421501	12/19/05	AP00709792	12/19/05	2,414.90	RRA 00003530	0000000484	0000911399	12/30/05		0000154904 Thompson,Coburn	
421501	12/31/05	AP00718513	12/31/05	213.50	RRA 00003579	0000000484	0000922441	02/09/06		0000154904 Thompson,Coburn	
Total Account 421501				3,669.66	Consulting Services				Account 421501	Payments: 3,669.66 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421506	10/27/05	AP00683256	10/27/05	2,678.77	RRA 00003456	0000000477	0000897221	11/07/05		0000138897 Kennedy & Graven, Chartered	
421506	11/22/05	AP00687841	11/22/05	2,678.77	RRA 00003504	0000000477	0000903974	12/02/05		0000138897 Kennedy & Graven, Chartered	
421506	12/31/05	AP00712599	12/31/05	2,678.77	RRA 00003540	0000000477	0000915193	01/17/06		0000138897 Kennedy & Graven, Chartered	
421506	12/31/05	AP00719423	12/31/05	2,678.77	RRA 00003592	0000000477	0000923650	02/14/06		0000138897 Kennedy & Graven, Chartered	



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For Accounting Date 10/1/2005 through 12/31/2005

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

Budget Period	Fund	Department	Project/Grant	Program							
2005	12501 Ramsey Co Regional Rail Auth	150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs							
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
Total Account	421506			10,715.08	Legislative Representative				Account	421506	
									Payments:		10,715.08
									Journal Entries:		0.00
									Undisbursed Expenses:		0.00
421511	11/07/05	0000683542	11/07/05	-5,569.95	To Central Corridor Projectfor 2005 County Project Management Services that was charged to the Admin budget in error.						
421511	10/17/05	AP00681895	10/17/05	7,168.60	RRA 00003448		00010767	10/28/05		0000100162 Public Works	
421511	10/17/05	AP00681895	10/17/05	11,105.28	RRA 00003449		00010767	10/28/05		0000100162 Public Works	
421511	10/17/05	AP00681895	10/17/05	4,631.76	RRA 00003450		00010767	10/28/05		0000100162 Public Works	
421511	10/17/05	AP00681895	10/17/05	2,433.54	RRA 00003451		00010767	10/28/05		0000100162 Public Works	
421511	11/10/05	AP00685901	11/10/05	2,520.43	RRA 00003476		00010855	11/18/05		0000100162 Public Works	
421511	11/10/05	AP00685901	11/10/05	4,411.20	RRA 00003477		00010855	11/18/05		0000100162 Public Works	
421511	11/10/05	AP00685901	11/10/05	7,673.44	RRA 00003478		00010855	11/18/05		0000100162 Public Works	
421511	11/10/05	AP00685901	11/10/05	5,671.05	RRA 00003479		00010855	11/18/05		0000100162 Public Works	
421511	11/17/05	AP00686554	11/17/05	216.00	RRA 00003491		00010891	11/23/05		0000100162 Public Works	
421511	12/12/05	AP00690974	12/12/05	2,775.11	RRA 00003513		00010985	12/16/05		0000100162 Public Works	
421511	12/12/05	AP00690974	12/12/05	3,749.52	RRA 00003514		00010985	12/16/05		0000100162 Public Works	
421511	12/12/05	AP00690974	12/12/05	7,095.04	RRA 00003515		00010985	12/16/05		0000100162 Public Works	
421511	12/12/05	AP00690974	12/12/05	5,720.15	RRA 00003516		00010985	12/16/05		0000100162 Public Works	
421511	12/31/05	AP00717020	12/31/05	2,535.95	RRA 00003567		00011211	02/03/06		0000100162 Public Works	
421511	12/31/05	AP00717020	12/31/05	3,570.32	RRA 00003568		00011211	02/03/06		0000100162 Public Works	
421511	12/31/05	AP00717020	12/31/05	8,714.56	RRA 00003569		00011211	02/03/06		0000100162 Public Works	
421511	12/31/05	AP00717020	12/31/05	3,657.95	RRA 00003570		00011211	02/03/06		0000100162 Public Works	
Total Account	421511			78,079.95	Co Project Management Svcs				Account	421511	
									Payments:		83,649.90
									Journal Entries:		-5,569.95
									Undisbursed Expenses:		0.00
421519	10/06/05	AP00679416	10/06/05	339.20	RRA 00003425	0000000461	0000891438	10/18/05		0000100299 Kelly Services Inc.	
421519	10/13/05	AP00681197	10/13/05	328.60	RRA 00003441	0000000461	0000893664	10/26/05		0000100299 Kelly Services Inc.	
421519	10/17/05	AP00682959	10/17/05	339.20	RRA 00003446	0000000461	0000896514	11/03/05		0000100299 Kelly Services Inc.	
421519	10/25/05	AP00682961	10/25/05	339.20	RRA 00003455	0000000461	0000896514	11/03/05		0000100299 Kelly Services Inc.	

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2005 through 12/31/2005

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

Budget Period		Fund		Department		Project/Grant		Program			
2005		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA				00000 All Programs			
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421519	11/03/05	AP00685494	11/03/05	339.20	RRA 00003470	0000000461	0000900155	11/17/05		0000100299 Kelly Services Inc.	
421519	11/08/05	AP00686161	11/08/05	339.20	RRA 00003475	0000000461	0000901302	11/22/05		0000100299 Kelly Services Inc.	
421519	11/15/05	AP00686997	11/15/05	333.90	RRA 00003486	0000000461	0000902995	11/30/05		0000100299 Kelly Services Inc.	
421519	12/15/05	AP00708795	12/15/05	678.40	RRA 00003522	0000000461	0000910643	12/27/05		0000100299 Kelly Services Inc.	
421519	12/19/05	AP00709792	12/19/05	339.20	RRA 00003528	0000000461	0000911342	12/30/05		0000100299 Kelly Services Inc.	
421519	12/31/05	AP00714319	12/31/05	339.20	RRA 00003554	0000000461	0000918199	01/25/06		0000100299 Kelly Services Inc.	
421519	12/31/05	AP00718513	12/31/05	106.00	RRA 00003577	0000000461	0000922386	02/09/06		0000100299 Kelly Services Inc.	
421519	12/31/05	Unposted Voucher		605.43	RRA 00003602	0000000461	0000924420	02/16/06		0000100299 Kelly Services Inc.	
Total Account 421519				4,426.73	Clerical Services				Account 421519	Payments:	4,426.73
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421527	10/07/05	AP00679214	10/07/05	3,602.50	RRA 00003433		00010700	10/14/05		0000100148 County Manager	
421527	12/31/05	AP00713658	12/31/05	950.40	RRA 00003553		00011157	01/20/06		0000100150 Budgeting And Accounting	
421527	12/31/05	AP00719063	12/31/05	1,404.98	RRA 00003587		00011254	02/10/06		0000100148 County Manager	
Total Account 421527				5,957.88	County Manager Services				Account 421527	Payments:	5,957.88
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
421602	12/19/05	AP00709792	12/19/05	11.70	RRA 00003529	0000000495	0000911326	12/30/05		0000137633 Forrester-Smith, Inc.	
421602	12/19/05	AP00709792	12/19/05	995.78	RRA 00003529	0000000495	0000911326	12/30/05		0000137633 Forrester-Smith, Inc.	
421602	12/31/05			406.22	RRA 00003584				Deleted Voucher	0000102030 St Paul Publishing Company	
421602	10/07/05	AP00678993	10/07/05	119.06	HR 00005886	0000000919	0000890718	10/14/05		0000163738 Bayard Advertising Agency Inc	
421602	10/14/05	AP00681177	10/14/05	128.71	HR 00005909	0000000921	0000893485	10/26/05		0000163738 Bayard Advertising Agency Inc	
421602	10/21/05	AP00682306	10/21/05	148.24	HR 00005914	0000000923	0000895567	11/02/05		0000163738 Bayard Advertising Agency Inc	
421602	11/02/05	AP00683804	11/02/05	502.45	HR 00005952	0000000930	0000897661	11/09/05		0000163738 Bayard Advertising Agency Inc	
421602	12/02/05	AP00688795	12/02/05	414.12	HR 00006063	0000000941	0000905756	12/08/05		0000163738 Bayard Advertising Agency Inc	
421602	12/31/05	Unposted Voucher		1,337.85	HR 00006272	0000000987	0000924710	02/17/06		0000163738 Bayard Advertising Agency Inc	
421602	12/31/05	Unposted Voucher		498.14	HR 00006273	0000000988	0000924710	02/17/06		0000163738 Bayard Advertising Agency Inc	



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Budget Period		Fund		Department				Project/Grant		Program		
2005		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA						00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID	
Total Account 421602				4,156.05	Advertising & Promotion				Account 421602		Payments: 4,156.05 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421603	10/06/05	AP00679416	10/06/05	73.00	RRA 00003423		0000891469	10/18/05		0000001770 St Paul,City Of		
421603	10/17/05	AP00682959	10/17/05	91.10	RRA 00003444		0000896569	11/03/05		0000001770 St Paul,City Of		
421603	10/31/05	AP00685493	10/31/05	497.05	RRA 00003463		0000900224	11/17/05		0000001770 St Paul,City Of		
421603	11/15/05	AP00686997	11/15/05	776.63	RRA 00003485		0000903053	11/30/05		0000001770 St Paul,City Of		
421603	12/15/05	AP00708795	12/15/05	765.00	RRA 00003524		0000910664	12/27/05		0000001770 St Paul,City Of		
421603	12/22/05	AP00711019	12/22/05	722.87	RRA 00003536		0000913604	01/09/06		0000001770 St Paul,City Of		
421603	12/31/05	AP00712599	12/31/05	1,688.97	RRA 00003548		0000915236	01/17/06		0000001770 St Paul,City Of		
421603	12/31/05	AP00714319	12/31/05	124.00	RRA 00003560		0000918232	01/25/06		0000001770 St Paul,City Of		
Total Account 421603				4,738.62	Printing & Stationery				Account 421603		Payments: 4,738.62 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421701	11/15/05	AP00711251	11/15/05	78.65	RRA 00003488		0000913791	01/10/06		0000030747 Despiegelaere,Kathryn		
421701	11/22/05	AP00688134	11/22/05	141.64	RRA 00003502		00010918	12/02/05		0000100163 Comm Human Serv-Presort Mail		
421701	11/22/05	AP00688134	11/22/05	61.44	RRA 00003503		00010918	12/02/05		0000100163 Comm Human Serv-Presort Mail		
421701	12/12/05	AP00690974	12/12/05	63.38	RRA 00003512		00010981	12/16/05		0000100163 Comm Human Serv-Presort Mail		
421701	12/31/05	AP00715618	12/31/05	45.03	RRA 00003564		00011175	01/27/06		0000100163 Comm Human Serv-Presort Mail		
Total Account 421701				390.14	Postage				Account 421701		Payments: 390.14 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421706	10/31/05	AP00684326	10/31/05	14.71	RRA 00003467		00010831	11/10/05		0000100171 Telecommunications		
421706	11/21/05	AP00688133	11/21/05	19.83	RRA 00003494		00010922	12/02/05		0000100171 Telecommunications		
421706	12/15/05	AP00708795	12/15/05	19.78	RRA 00003523		00011020	12/23/05		0000100171 Telecommunications		
421706	12/31/05	AP00713658	12/31/05	11.61	RRA 00003559		00011159	01/20/06		0000100171 Telecommunications		

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

Budget Period		Fund		Department				Project/Grant		Program		
2005		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA						00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID	
Total Account 421706				65.93	Telephone Long Dist Charges					Account 421706	Payments: 65.93 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421707	10/07/05	AP00679214	10/07/05	172.20	RRA 00003427		00010702	10/14/05		0000100171 Telecommunications		
421707	10/31/05	AP00684326	10/31/05	172.20	RRA 00003462		00010831	11/10/05		0000100171 Telecommunications		
421707	11/29/05	AP00689031	11/29/05	172.20	RRA 00003506		00010952	12/08/05		0000100171 Telecommunications		
421707	12/31/05	AP00712599	12/31/05	149.45	RRA 00003539		00011126	01/13/06		0000100171 Telecommunications		
Total Account 421707				666.05	Telephone-Local Service					Account 421707	Payments: 666.05 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
421710	10/04/05	AP00679415	10/04/05	70.34	RRA 00003420	0000000480	0000891376	10/18/05		0000122690 Verizon Wireless		
421710	11/03/05	AP00685494	11/03/05	69.06	RRA 00003472	0000000491	0000900039	11/17/05		0000122690 Verizon Wireless		
421710	12/08/05	AP00691178	12/08/05	70.39	RRA 00003510	0000000494	0000908688	12/20/05		0000122690 Verizon Wireless		
421710	12/31/05	AP00712599	12/31/05	62.87	RRA 00003543	0000000496	0000915094	01/17/06		0000122690 Verizon Wireless		
Total Account 421710				272.66	Telephone-Cellular Service					Account 421710	Payments: 272.66 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
422101	10/31/05			1,510.28	RRA 00003465				Deleted Voucher	0000029662 Rak Construction Inc		
422101	11/17/05	AP00686998	11/17/05	1,510.28	RRA 00003490	0000000492	0000903033	11/30/05		0000029662 Rak Construction Inc		
Total Account 422101				1,510.28	Buildings & Structures-Repairs					Account 422101	Payments: 1,510.28 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
422403	12/31/05	0000710563	12/31/05	260.00	Department paid parking at RCGC-West: September - December 2005. Prepared by D. Winek.							
422403	11/17/05	AP00686554	11/17/05	1,560.00	RRA 00003489		00010890	11/23/05		0000105596 Property Management		
Total Account 422403				1,820.00	Parking Space					Account 422403	Payments: 1,560.00 Journal Entries: 260.00 Undisbursed Expenses: 0.00	
422601	10/07/05	AP00679417	10/07/05	111.69	RRA 00003430	0000000482	0000891434	10/18/05		0000023226 Ikon Office Solutions		



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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

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

Budget Period		Fund		Department				Project/Grant		Program	
2005		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA						00000 All Programs	
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
422601	10/31/05	AP00685493	10/31/05	159.39	RRA 00003460	0000000489	0000900145	11/17/05		0000023226 Ikon Office.Solutions	
422601	12/01/05	AP00689032	12/01/05	179.33	RRA 00003509	0000000493	0000906261	12/09/05		0000023226 Ikon Office Solutions	
422601	12/31/05	AP00714319	12/31/05	186.70	RRA 00003551	0000000497	0000918196	01/25/06		0000023226 Ikon Office Solutions	
Total Account 422601				637.11	Equipment & Machinery Repairs				Account 422601	Payments:	637.11
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
424302	10/04/05	AP00678635	10/04/05	40.00	RRA 00003422		0000890018	10/12/05		0000029136 Mn Transportation Alliance	
Total Account 424302				40.00	Membership & Dues				Account 424302	Payments:	40.00
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
424303	10/07/05	AP00678636	10/07/05	42.95	RRA 00003432		0000889941	10/12/05		0000118050 Vap,Alicia	
424303	10/31/05	AP00686996	10/31/05	301.50	RRA 00003468		0000902790	11/30/05		0000163171 Stiles, John	
424303	11/10/05	AP00684768	11/10/05	153.03	RRA 00003481		0000899260	11/16/05		0000123524 Morris,Steve	
424303	10/18/05	AP00680334	10/18/05	-5.00	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424303	10/18/05	AP00680334	10/18/05	50.00	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424303	11/15/05	AP00685653	11/15/05	30.00	BA 00004400		0000002781	11/18/05		0000158061 Wells Fargo Procurement Card	
Total Account 424303				572.48	Conference & Seminar				Account 424303	Payments:	572.48
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
424304	10/04/05	AP00678635	10/04/05	147.58	RRA 00003421		0000889988	10/12/05		0000157345 Block,David	
424304	10/07/05	AP00678636	10/07/05	108.22	RRA 00003429		0000889938	10/12/05		0000030725 Reinhardt,Victoria	
424304	10/10/05	AP00680367	10/10/05	727.02	RRA 00003435		0000892171	10/20/05		0000122738 Riley,Nick	
424304	10/11/05	AP00680368	10/11/05	1,070.90	RRA 00003437		0000892172	10/20/05		0000117414 Speiker,Terry	
424304	10/11/05	AP00681196	10/11/05	1,561.17	RRA 00003438		0000893665	10/26/05		0000138897 Kennedy & Graven, Chartered	
424304	10/11/05	AP00680368	10/11/05	165.00	RRA 00003439		0000892169	10/20/05		0000027902 Ortega,Rafael	
424304	10/13/05	AP00680369	10/13/05	87.00	RRA 00003442		0000892165	10/20/05		0000030747 Despiegelaere,Kathryn	
424304	11/10/05	AP00684768	11/10/05	200.00	RRA 00003484		0000899257	11/16/05		0000030747 Despiegelaere,Kathryn	
424304	11/21/05	AP00688133	11/21/05	240.07	RRA 00003497		0000904474	12/05/05		0000030747 Despiegelaere,Kathryn	

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

Budget Period		Fund		Department		Project/Grant		Program			
2005		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA				00000 All Programs			
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
424304	11/29/05	AP00688579	11/29/05	778.47	RRA 00003507		0000905173	12/07/05		0000117414 Speiker,Terry	
424304	11/29/05	AP00688579	11/29/05	68.00	RRA 00003508		0000905163	12/07/05		0000030722 Bennett,Tony	
424304	12/12/05	AP00691179	12/12/05	368.12	RRA 00003520		0000908630	12/20/05		0000123524 Morris,Steve	
424304	10/18/05	AP00680334	10/18/05	6.99	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	10/18/05	AP00680334	10/18/05	162.41	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	10/18/05	AP00680334	10/18/05	162.41	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	10/18/05	AP00680334	10/18/05	162.41	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	10/18/05	AP00680334	10/18/05	162.41	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	10/18/05	AP00680334	10/18/05	162.41	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	10/18/05	AP00680334	10/18/05	162.41	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	10/18/05	AP00680334	10/18/05	162.41	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	10/18/05	AP00680334	10/18/05	324.82	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	10/18/05	AP00680334	10/18/05	689.40	BA 00004363		0000002724	10/20/05		0000158061 Wells Fargo Procurement Card	
424304	12/31/05	AP00712552	12/31/05	5.00	BA 00004458		0000002885	01/17/06		0000158061 Wells Fargo Procurement Card	
424304	12/31/05	AP00712552	12/31/05	468.40	BA 00004458		0000002885	01/17/06		0000158061 Wells Fargo Procurement Card	
Total Account 424304				7,990.62	Other Travel		Account 424304				Payments: 7,990.62 Journal Entries: 0.00 Undisbursed Expenses: 0.00
424306	10/11/05	AP00681196	10/11/05	68.80	RRA 00003436		0000893488	10/26/05		0000030747 Despiegelaere,Kathryn	
424306	11/03/05	AP00685494	11/03/05	61.00	RRA 00003473		0000900011	11/17/05		0000030747 Despiegelaere,Kathryn	
424306	11/10/05	AP00686162	11/10/05	139.31	RRA 00003480		0000901107	11/22/05		0000030747 Despiegelaere,Kathryn	
424306	11/15/05	AP00711251	11/15/05	13.63	RRA 00003488		0000913791	01/10/06		0000030747 Despiegelaere,Kathryn	
424306	11/21/05	AP00689029	11/21/05	73.47	RRA 00003498		0000906167	12/09/05		0000030747 Despiegelaere,Kathryn	
424306	12/12/05	AP00690489	12/12/05	41.40	RRA 00003518		0000907638	12/15/05		0000030747 Despiegelaere,Kathryn	
424306	12/19/05	AP00709792	12/19/05	311.68	RRA 00003527		0000911174	12/30/05		0000030747 Despiegelaere,Kathryn	
424306	12/20/05	AP00709793	12/20/05	138.16	RRA 00003532		0000911319	12/30/05		0000152294 D Brian'S Deli Corp	
424306	12/31/05	AP00712599	12/31/05	47.42	RRA 00003544		0000915055	01/17/06		0000030747 Despiegelaere,Kathryn	
424306	12/31/05	AP00712599	12/31/05	478.88	RRA 00003546		0000915202	01/17/06		0000020305 Lockridge,Grindal Nauen	



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Budget Period		Fund		Department				Project/Grant		Program		
2005		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA						00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID	
Total Account 424306				1,373.75	Ced Meeting Expenses Account				Account 424306		Payments: 1,373.75 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
424501	10/07/05	AP00679214	10/07/05	301.66	RRA 00003428		00010701	10/14/05		0000100162 Public Works		
424501	10/17/05	AP00681895	10/17/05	27.16	RRA 00003447		00010767	10/28/05		0000100162 Public Works		
424501	10/31/05	AP00685493	10/31/05	17.11	RRA 00003466		0000900019	11/17/05		0000123524 Morris,Steve		
424501	11/08/05	AP00686161	11/08/05	89.24	RRA 00003474		0000901114	11/22/05		0000123524 Morris,Steve		
424501	11/15/05	AP00711251	11/15/05	1.50	RRA 00003488		0000913791	01/10/06		0000030747 Despiegelaere,Kathryn		
424501	11/17/05	AP00686554	11/17/05	20.37	RRA 00003492		00010891	11/23/05		0000100162 Public Works		
424501	11/21/05	AP00688133	11/21/05	127.26	RRA 00003496		00010921	12/02/05		0000100162 Public Works		
424501	12/19/05	AP00708796	12/19/05	133.19	RRA 00003526		00011018	12/23/05		0000100162 Public Works		
424501	12/31/05	AP00712599	12/31/05	101.85	RRA 00003538		00011123	01/13/06		0000100162 Public Works		
424501	12/31/05	AP00717020	12/31/05	61.91	RRA 00003571		00011211	02/03/06		0000100162 Public Works		
424501	12/31/05	AP00719423	12/31/05	49.53	RRA 00003585		0000923273	02/14/06		0000123524 Morris,Steve		
424501	12/31/05	AP00719423	12/31/05	58.09	RRA 00003586		0000923273	02/14/06		0000123524 Morris,Steve		
Total Account 424501				988.87	Mileage/Parking				Account 424501		Payments: 988.87 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
424507	10/06/05	AP00679416	10/06/05	53.11	RRA 00003426	0000000481	0000891424	10/18/05		0000012288 Federal Express Corporation		
424507	10/17/05	AP00682959	10/17/05	64.52	RRA 00003445	0000000486	0000896488	11/03/05		0000141766 Dynamex		
424507	10/31/05	AP00685493	10/31/05	24.06	RRA 00003461	0000000490	0000900117	11/17/05		0000141766 Dynamex		
Total Account 424507				141.69	Messenger Service				Account 424507		Payments: 141.69 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
424620	10/07/05	AP00679621	10/07/05	17.00	RRA 00003431		0000891613	10/19/05		0000030747 Despiegelaere,Kathryn		
424620	11/03/05	AP00685494	11/03/05	50.00	RRA 00003471		0000900076	11/17/05		0000011608 Asian American Press		

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Budget Period		Fund		Department		Project/Grant		Program			
2005		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA				00000 All Programs			
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
Total Account 424620				67.00	Books Periodicals & Subscriptn				Account 424620	Payments: 67.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
431101	10/07/05	AP00679417	10/07/05	49.03	RRA 00003434	0000000483	0000891461	10/18/05		0000065400 S & T Office Products Inc	
431101	10/17/05	AP00682959	10/17/05	58.10	RRA 00003444		0000896569	11/03/05		0000001770 St Paul,City Of	
431101	11/15/05	AP00686997	11/15/05	58.10	RRA 00003485		0000903053	11/30/05		0000001770 St Paul,City Of	
431101	12/15/05	AP00708795	12/15/05	58.10	RRA 00003524		0000910664	12/27/05		0000001770 St Paul,City Of	
Total Account 431101				223.33	Office Supplies				Account 431101	Payments: 223.33 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
431102	10/07/05	AP00679417	10/07/05	115.66	RRA 00003434	0000000483	0000891461	10/18/05		0000065400 S & T Office Products Inc	
431102	12/31/05	AP00714319	12/31/05	362.58	RRA 00003561	0000000498	0000918228	01/25/06		0000065400 S & T Office Products Inc	
Total Account 431102				478.24	Computer Operating Supplies				Account 431102	Payments: 478.24 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
432201	10/27/05	AP00683256	10/27/05	1,495.64	RRA 00003457	0000000468	0000897205	11/07/05		0000028635 Eof Inc	
Total Account 432201				1,495.64	Non Capitalized Equipment				Account 432201	Payments: 1,495.64 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
432202	10/04/05	AP00679600	10/04/05	140.58	ISCEO 00003189	0000001980	0000891704	10/19/05		0000125719 Software House International	
Total Account 432202				140.58	PC Software				Account 432202	Payments: 140.58 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Program 00000				153,617.82	All Programs				Program 00000	Payments: 161,661.79 Journal Entries: -8,043.97 Undisbursed Expenses: 0.00	
Total Project/Grant				153,617.82					Project	Payments: 161,661.79 Journal Entries: -8,043.97 Undisbursed Expenses: 0.00	



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Total Organization 150101

153,617.82 Ramsey Co Reg Rail Auth-RCRRA

Organization 150101

Payments: 161,661.79
Journal Entries: -8,043.97
Undisbursed Expenses: 0.00

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

Budget Period		Fund		Department				Project/Grant		Program		
2005		12501 Ramsey Co Regional Rail Auth		150106 RCRRA Northeast Corridor Maint						00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID	
421208	11/28/05	0000686746	11/28/05	-8,959.68	To charge Attorney's time to correct account per Kris Longhenry.							
421208	11/10/05	AP00685901	11/10/05	197.64	RRA 00003482		00010853	11/18/05		0000100153 County Attorney		
421208	12/19/05	AP00708796	12/19/05	230.58	RRA 00003525		00011015	12/23/05		0000100153 County Attorney		
Total Account 421208				-8,531.46	County Attorney Services					Account 421208	Payments: 428.22 Journal Entries: -8,959.68 Undisbursed Expenses: 0.00	
421511	10/17/05	AP00681895	10/17/05	932.90	RRA 00003448		00010767	10/28/05		0000100162 Public Works		
421511	11/10/05	AP00685901	11/10/05	1,399.35	RRA 00003479		00010855	11/18/05		0000100162 Public Works		
421511	12/12/05	AP00690974	12/12/05	1,276.60	RRA 00003516		00010985	12/16/05		0000100162 Public Works		
421511	12/31/05	AP00717020	12/31/05	110.28	RRA 00003568		00011211	02/03/06		0000100162 Public Works		
421511	12/31/05	AP00717020	12/31/05	1,423.90	RRA 00003570		00011211	02/03/06		0000100162 Public Works		
Total Account 421511				5,143.03	Co Project Management Srvs					Account 421511	Payments: 5,143.03 Journal Entries: 0.00 Undisbursed Expenses: 0.00	
Total Program 00000				-3,388.43	All Programs					Program 00000	Payments: 5,571.25 Journal Entries: -8,959.68 Undisbursed Expenses: 0.00	
Total Project/Grant				-3,388.43						Project	Payments: 5,571.25 Journal Entries: -8,959.68 Undisbursed Expenses: 0.00	
Total Organization 150106				-3,388.43	RCRRA Northeast Corridor Maint					Organization 150106	Payments: 5,571.25 Journal Entries: -8,959.68 Undisbursed Expenses: 0.00	

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Budget Period	Fund	Department	Project/Grant	Program
2005	12501 Ramsey Co Regional Rail Auth	150112 Union Depot Study		00000 All Programs

Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421522	10/06/05	AP00679416	10/06/05	3,060.70	RRA 00003424	0000000427	0000891466	10/18/05		0000108945 St Paul Port Authority	
421522	10/27/05	AP00683256	10/27/05	3,892.90	RRA 00003458	0000000476	0000897245	11/07/05		0000108945 St Paul Port Authority	
421522	12/12/05	AP00691179	12/12/05	0.00	RRA 00003519	0000000488	0000908752	12/20/05		0000101563 Ltk Engineering Services, Inc.	
421522	12/22/05	AP00711019	12/22/05	20,166.97	RRA 00003535	0000000476	0000913601	01/09/06		0000108945 St Paul Port Authority	
421522	12/31/05	Unposted Voucher		22,658.33	RRA 00003597	0000000488	0000924428	02/16/06		0000101563 Ltk Engineering Services, Inc.	
Total Account	421522			49,778.90	Other Professional Services					Account 421522	Payments: 49,778.90 Journal Entries: 0.00 Undisbursed Expenses: 0.00

421535	11/10/05	AP00686162	11/10/05	1,425.00	RRA 00003483	0000000485	0000901342	11/22/05		0000142314 Orion Appraisals Inc	
Total Account	421535			1,425.00	Appraisal Fees					Account 421535	Payments: 1,425.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00

421602	12/13/05	AP00710049	12/13/05	57.60	RRA 00003521		0000911597	01/03/06		0000154910 Minnesota State Register	
421602	12/31/05	AP00712599	12/31/05	5.05	RRA 00003547		0000915201	01/17/06		0000037800 Lillie Suburban Newspapers Inc	
421602	12/31/05	AP00714945	12/31/05	285.60	RRA 00003552		0000918478	01/26/06		0000030749 American Public Transit Assoc	
421602	12/31/05	AP00714319	12/31/05	39.40	RRA 00003555		0000918218	01/25/06		0000091482 Pioneer Press	
421602	12/31/05	AP00714319	12/31/05	53.00	RRA 00003556		0000918234	01/25/06		0000046400 Star Tribune	
421602	12/31/05	AP00714319	12/31/05	25.00	RRA 00003557		0000918214	01/25/06		0000016494 North End News Inc.	
421602	12/31/05			25.50	RRA 00003566				Deleted Voucher	0000016461 Press Publications Inc.	
421602	12/31/05			25.50	RRA 00003599	0000000510			Closed Voucher	0000016461 Press Publications Inc.	
421602	12/31/05	AP00720303	02/16/06	25.50	RRA 00003599	0000000510			Closed Voucher	0000016461 Press Publications Inc.	
421602	12/31/05			406.22	RRA 00003600	0000000511			Closed Voucher	0000102030 St Paul Publishing Company	
421602	12/31/05	AP00720303	02/16/06	406.22	RRA 00003600	0000000511			Closed Voucher	0000102030 St Paul Publishing Company	
Total Account	421602			465.65	Advertising & Promotion					Account 421602	Payments: 465.65 Journal Entries: 0.00 Undisbursed Expenses: 0.00

422403	12/20/05	AP00709793	12/20/05	46.46	RRA 00003533		0000911315	12/30/05		0000009478 Central Parking System Inc.	
422403	12/31/05	AP00718513	12/31/05	768.15	RRA 00003580		0000922342	02/09/06		0000009478 Central Parking System Inc.	

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Budget Period		Fund		Department				Project/Grant		Program		
2005		12501 Ramsey Co Regional Rail Auth		150112 Union Depot Study						00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name		REDR Client ID
Total Account	422403			814.61	Parking Space					Account 422403	Payments: Journal Entries: Undisbursed Expenses:	814.61 0.00 0.00
424201	10/13/05	AP00679021	10/13/05	38,850.00	RRA 00003440		0000890724	10/14/05		0000018400	Ramsey County Prop Records & R	
424201	11/22/05	AP00687613	11/22/05	834.85	RRA 00003500		0000903203	12/01/05		0000018400	Ramsey County Prop Records & R	
424201	12/12/05	AP00691179	12/12/05	3,735.92	RRA 00003517		0000908634	12/20/05		0000001770	St Paul,City Of	
Total Account	424201			43,420.77	Property Tax					Account 424201	Payments: Journal Entries: Undisbursed Expenses:	43,420.77 0.00 0.00
Total Program	00000			95,904.93	All Programs					Program 00000	Payments: Journal Entries: Undisbursed Expenses:	95,904.93 0.00 0.00
Total Project/Grant				95,904.93						Project	Payments: Journal Entries: Undisbursed Expenses:	95,904.93 0.00 0.00
Total Organization	150112			95,904.93	Union Depot Study					Organization 150112	Payments: Journal Entries: Undisbursed Expenses:	95,904.93 0.00 0.00

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Budget Period	Fund	Department	Project/Grant	Program
2005	12501 Ramsey Co Regional Rail Auth	150113 Diagonal Property - Roseville		00000 All Programs

Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421523	10/18/05	AP00682960	10/18/05	350.00	RRA 00003454		0000896474	11/03/05		0000164604 Carley-Torgersen, Inc.	
Total Account	421523			350.00	Survey Fees					Account 421523	Payments: 350.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program	00000			350.00	All Programs					Program 00000	Payments: 350.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				350.00						Project	Payments: 350.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization	150113			350.00	Diagonal Property - Roseville					Organization 150113	Payments: 350.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Fund	12501			246,484.32	Ramsey Co Regional Rail Auth					Fund 12501	Payments: 263,487.97 Journal Entries: -17,003.65 Undisbursed Expenses: 0.00
Total Budget Period	2005			246,484.32						Budget Period 2005	Payments: 263,487.97 Journal Entries: -17,003.65 Undisbursed Expenses: 0.00

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Budget Period		Fund		Department				Project/Grant		Program	
2004		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA				00000 All Programs			
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421506	12/31/05	AP00712599	12/31/05	75.75	RRA 00003540	0000000406	0000915193	01/17/06		0000138897 Kennedy & Graven, Chartered	
Total Account 421506				75.75	Legislative Representative				Account 421506	Payments:	75.75
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Program 00000				75.75	All Programs				Program 00000	Payments:	75.75
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Project/Grant				75.75					Project	Payments:	75.75
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00
Total Organization 150101				75.75	Ramsey Co Reg Rail Auth-RCRRA				Organization 150101	Payments:	75.75
										Journal Entries:	0.00
										Undisbursed Expenses:	0.00

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Budget Period	Fund	Department	Project/Grant	Program
2004	12501 Ramsey Co Regional Rail Auth	150112 Union Depot Study		00000 All Programs

Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421522	10/17/05	AP00682959	10/17/05	2,712.71	RRA 00003452	0000000439	0000896581	11/03/05		0000161169 Tunheim Partners	
421522	10/27/05	AP00683256	10/27/05	0.00	RRA 00003458	0000000476	0000897245	11/07/05		0000108945 St Paul Port Authority	
421522	10/31/05	AP00685493	10/31/05	339.70	RRA 00003464	0000000422	0000900230	11/17/05		0000154904 Thompson, Coburn	
421522	11/21/05	AP00687840	11/21/05	27,866.47	RRA 00003493	0000000439	0000904029	12/02/05		0000161169 Tunheim Partners	
421522	11/22/05	AP00687841	11/22/05	283.24	RRA 00003501	0000000422	0000904025	12/02/05		0000154904 Thompson, Coburn	
421522	12/12/05	AP00691179	12/12/05	6,122.85	RRA 00003511	0000000439	0000908785	12/20/05		0000161169 Tunheim Partners	
421522	12/12/05	AP00691179	12/12/05	34,302.06	RRA 00003519	0000000488	0000908752	12/20/05		0000101563 Ltk Engineering Services, Inc.	
421522	12/22/05	AP00711019	12/22/05	0.00	RRA 00003535	0000000476	0000913601	01/09/06		0000108945 St Paul Port Authority	
421522	12/31/05	AP00714319	12/31/05	2,158.59	RRA 00003558	0000000439	0000918237	01/25/06		0000161169 Tunheim Partners	
421522	12/31/05	Unposted Voucher		65,466.26	RRA 00003597	0000000488	0000924428	02/16/06		0000101563 Ltk Engineering Services, Inc.	
Total Account 421522				139,251.88	Other Professional Services					Account 421522	Payments: 139,251.88 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program 00000				139,251.88	All Programs					Program 00000	Payments: 139,251.88 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				139,251.88						Project	Payments: 139,251.88 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization 150112				139,251.88	Union Depot Study					Organization 150112	Payments: 139,251.88 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Fund 12501				139,327.63	Ramsey Co Regional Rail Auth					Fund 12501	Payments: 139,327.63 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Budget Period 2004				139,327.63						Budget Period 2004	Payments: 139,327.63 Journal Entries: 0.00 Undisbursed Expenses: 0.00

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Ramsay County ASPEN

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2005 through 12/31/2005

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

Budget Period		Fund		Department				Project/Grant		Program	
2003		12501 Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA						00000 All Programs	
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
421501	10/18/05	AP00682960	10/18/05	2,487.61	RRA 00003453	0000000318	0000896523	11/03/05		0000020305 Lockridge,Grindal Nauen	
421501	11/15/05	AP00686997	11/15/05	2,487.61	RRA 00003487	0000000318	0000903001	11/30/05		0000020305 Lockridge,Grindal Nauen	
421501	12/31/05	AP00712599	12/31/05	2,487.61	RRA 00003546	0000000318	0000915202	01/17/06		0000020305 Lockridge,Grindal Nauen	
421501	12/31/05	AP00718513	12/31/05	2,487.61	RRA 00003578	0000000318	0000922390	02/09/06		0000020305 Lockridge,Grindal Nauen	
Total Account 421501				9,950.44	Consulting Services				Account	421501	Payments: 9,950.44 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program 00000				9,950.44	All Programs				Program	00000	Payments: 9,950.44 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				9,950.44					Project		Payments: 9,950.44 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization 150101				9,950.44	Ramsey Co Reg Rail Auth-RCRRA				Organization	150101	Payments: 9,950.44 Journal Entries: 0.00 Undisbursed Expenses: 0.00

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Ramsay County ASPEN

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2005 through 12/31/2005

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

Budget Period		Fund		Department				Project/Grant		Program		
2003		12501 Ramsey Co Regional Rail Auth		150180 RCRRA-Proj/Grant				G205005		00000 All Programs		
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID	
421501	10/13/05	AP00681197	10/13/05	17,211.78	RRA 00003443	0000000450	0000893686	10/26/05		0000002054 Metropolitan Council		
421501	10/31/05	AP00685493	10/31/05	17,637.37	RRA 00003469	0000000384	0000900116	11/17/05		0000155333 Dmjm+Harris, Inc.		
421501	11/21/05	AP00687840	11/21/05	11,099.52	RRA 00003499	0000000450	0000903984	12/02/05		0000002054 Metropolitan Council		
421501	11/28/05	AP00689030	11/28/05	27,002.47	RRA 00003505	0000000384	0000906240	12/09/05		0000155333 Dmjm+Harris, Inc.		
421501	12/20/05	AP00709793	12/20/05	11,099.51	RRA 00003531	0000000450	0000911349	12/30/05		0000002054 Metropolitan Council		
421501	12/31/05	AP00718513	12/31/05	0.00	RRA 00003572	0000000384	0000922355	02/09/06		0000155333 Dmjm+Harris, Inc.		
421501	12/31/05	AP00718513	12/31/05	17,483.06	RRA 00003572	0000000384	0000922355	02/09/06		0000155333 Dmjm+Harris, Inc.		
421501	12/31/05	AP00718513	12/31/05	12,124.71	RRA 00003576	0000000450	0000922401	02/09/06		0000002054 Metropolitan Council		
Total Account 421501				113,658.42	Consulting Services				Account 421501		Payments:	113,658.42
											Journal Entries:	0.00
											Undisbursed Expenses:	0.00
421511	11/07/05	0000683542	11/07/05	5,569.95	To Central Corridor Project for 2005 County Project Management Services that was charged to the Admin budget in error.							
421511	11/10/05	AP00685901	11/10/05	3,431.84	RRA 00003478		00010855	11/18/05		0000100162 Public Works		
421511	11/10/05	AP00685901	11/10/05	196.40	RRA 00003479		00010855	11/18/05		0000100162 Public Works		
421511	12/12/05	AP00690974	12/12/05	15.14	RRA 00003513		00010985	12/16/05		0000100162 Public Works		
421511	12/12/05	AP00690974	12/12/05	2,544.96	RRA 00003515		00010985	12/16/05		0000100162 Public Works		
421511	12/12/05	AP00690974	12/12/05	122.75	RRA 00003516		00010985	12/16/05		0000100162 Public Works		
421511	12/31/05	AP00717020	12/31/05	310.16	RRA 00003568		00011211	02/03/06		0000100162 Public Works		
421511	12/31/05	AP00717020	12/31/05	925.44	RRA 00003569		00011211	02/03/06		0000100162 Public Works		
421511	12/31/05	AP00717020	12/31/05	638.30	RRA 00003570		00011211	02/03/06		0000100162 Public Works		
Total Account 421511				13,754.94	Co Project Management Svcs				Account 421511		Payments:	8,184.99
											Journal Entries:	5,569.95
											Undisbursed Expenses:	0.00
Total Program 00000				127,413.36	All Programs				Program 00000		Payments:	121,843.41
											Journal Entries:	5,569.95
											Undisbursed Expenses:	0.00
Total Project/Grant G205005				127,413.36	G205005				Project G205005		Payments:	121,843.41
											Journal Entries:	5,569.95
											Undisbursed Expenses:	0.00

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Ramsey County ASPEN

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2005 through 12/31/2005

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

Total Organization 150180

127,413.36 RCRRRA-Proj/Grant

Organization 150180

Payments: 121,843.41
Journal Entries: 5,569.95
Undisbursed Expenses: 0.00

Total Fund 12501

137,363.80 Ramsey Co Regional Rail Auth

Fund 12501

Payments: 131,793.85
Journal Entries: 5,569.95
Undisbursed Expenses: 0.00

Total Budget Period 2003

137,363.80

Budget Period 2003

Payments: 131,793.85
Journal Entries: 5,569.95
Undisbursed Expenses: 0.00

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Ramsey County ASPEN

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2005 through 12/31/2005

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Print Date Feb 21, 2006

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

Budget Period		Fund	Department		Project/Grant		Program				
2001		12501	Ramsey Co Regional Rail Auth		150101 Ramsey Co Reg Rail Auth-RCRRA		00000 All Programs				
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name	REDR Client ID
424303	10/29/05	0000681819	10/29/05	0.00	ENTRY TO SETUP REFUND AMOUNT TO REMIT UNCASHED FY2002 ESCHEAT CHECKS TO STATE - GREGG						
Total Account		424303		0.00	Conference & Seminar					Account 424303	Payments: 0.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Program		00000		0.00	All Programs					Program 00000	Payments: 0.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Project/Grant				0.00						Project	Payments: 0.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00
Total Organization		150101		0.00	Ramsey Co Reg Rail Auth-RCRRA					Organization 150101	Payments: 0.00 Journal Entries: 0.00 Undisbursed Expenses: 0.00

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DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 10/1/2005 through 12/31/2005

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

Budget Period		Fund		Department			Project/Grant		Program			
2001		12501		Ramsey Co Regional Rail Auth			150180 RCRRA-Proj/Grant		P121001		00000 All Programs	
Account	Acctg Date	Journal ID	Journal Date	Journal or Expense Amount	Voucher ID or Journal Desc	P.O. Nbr	Check Nbr	Check Date	Voucher or Pymnt Status	Vendor ID / Name		REDR Client ID
421208	11/28/05	0000686746	11/28/05	11,693.70	To charge Attorney's time to correct account per Kris Longhenry.							
421208	12/19/05	AP00708796	12/19/05	1,679.94	RRA 00003525		00011015	12/23/05		0000100153	County Attorney	
421208	12/31/05	AP00719063	12/31/05	164.70	RRA 00003590		00011253	02/10/06		0000100153	County Attorney	
Total Account 421208				13,538.34	County Attorney Services				Account 421208	Payments: 1,844.64 Journal Entries: 11,693.70 Undisbursed Expenses: 0.00		
Total Program 00000				13,538.34	All Programs				Program 00000	Payments: 1,844.64 Journal Entries: 11,693.70 Undisbursed Expenses: 0.00		
Total Project/Grant P121001				13,538.34	P121001				Project P121001	Payments: 1,844.64 Journal Entries: 11,693.70 Undisbursed Expenses: 0.00		
Total Organization 150180				13,538.34	RCRRA-Proj/Grant				Organization 150180	Payments: 1,844.64 Journal Entries: 11,693.70 Undisbursed Expenses: 0.00		
Total Fund 12501				13,538.34	Ramsey Co Regional Rail Auth				Fund 12501	Payments: 1,844.64 Journal Entries: 11,693.70 Undisbursed Expenses: 0.00		
Total Budget Period 2001				13,538.34					Budget Period 2001	Payments: 1,844.64 Journal Entries: 11,693.70 Undisbursed Expenses: 0.00		
Grand Total, full report				536,714.09					Grand Totals	Payments: 536,454.09 Journal Entries: 260.00 Undisbursed Expenses: 0.00		

End of Report

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Ramsay County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodPage No. 1
Run Date 21.Feb.2006
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Budget Period: BY2005Fund: 12501
To Fiscal Year: 2005Ramsay Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	806,182.36	100,000.00	62,970.55	534,505.71	66.30	108,706.10
150101	All Programs 00000	Supplies 430000	5,545.64	0.00	0.00	5,878.93	106.01	-333.29
150101	All Programs 00000	Capital Outlay 440000	19,500.00	0.00	0.00	12,578.55	64.51	6,921.45
150101	All Programs 00000	Contingent 470000	112,932.00	0.00	0.00	0.00	0.00	112,932.00
Total for Organization: 150101 Ramsay Co Reg Rail Auth-RCRRA			944,160.00	100,000.00	62,970.55	552,963.19	58.57	228,226.26
150106	All Programs 00000	Other Services & Charges 420000	33,312.00	0.00	0.00	26,923.68	80.82	6,388.32
150106	All Programs 00000	Non Expense Disbursement 540000	42,500.00	0.00	0.00	42,500.00	100.00	0.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			75,812.00	0.00	0.00	69,423.68	91.57	6,388.32
150112	All Programs 00000	Other Services & Charges 420000	348,450.02	0.00	202,477.65	144,612.35	41.50	1,360.02

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Ramsey County ASPEN
APPROPRIATION STATUS
 By Fiscal Year & Accounting Period

Business Unit: RC
Budget Period: BY2005

Fund: 12501
To Fiscal Year: 2005

Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150112	All Programs	Capital Outlay						
	00000	440000	1,205,586.66	0.00	0.00	1,201,928.46	99.70	3,658.20
Total for Organization:			1,554,036.68	0.00	202,477.65	1,346,540.81	86.65	5,018.22
		Union Depot Study						
150113	All Programs	Other Services & Charges						
	00000	420000	15,798.32	0.00	0.00	4,473.58	28.32	11,324.74
Total for Organization:			15,798.32	0.00	0.00	4,473.58	28.32	11,324.74
		Diagonal Property - Roseville						
150114	All Programs	Other Services & Charges						
	00000	420000	1,026.00	0.00	0.00	1,026.00	100.00	0.00
Total for Organization:			1,026.00	0.00	0.00	1,026.00	100.00	0.00
		Rush Line Corridor						
150180	All Programs	Capital Outlay						
	00000	440000	1,000,000.00	0.00	0.00	0.00	0.00	1,000,000.00
Total for Organization:			1,000,000.00	0.00	0.00	0.00	0.00	1,000,000.00
		RCRRA-Proj/Grant						
Total for Fund:			3,590,833.00	100,000.00	265,448.20	1,974,427.26	54.99	1,250,957.54

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

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Business Unit: RC
Budget Period: BY2005

Fund: 12501
To Fiscal Year: 2005

Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

<u>Organization</u>	<u>Program</u>	<u>Account</u>	<u>Adjusted Budget Amount</u>	<u>Pre-Encumbered Amount</u>	<u>Encumbered Amount</u>	<u>Expended Amount</u>	<u>% Expended</u>	<u>Remaining Spending Authority</u>
<i>Report Total:</i>			<u>3,590,833.00</u>	<u>100,000.00</u>	<u>265,448.20</u>	<u>1,974,427.26</u>	54.99	<u>1,250,957.54</u>

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY2004Fund: 12501
To Fiscal Year: 2005Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs	Other Services & Charges						
	00000	420000	446,634.97	0.00	0.00	435,848.53	97.58	10,786.44
150101	All Programs	Supplies						
	00000	430000	3,396.80	0.00	0.00	3,396.80	100.00	0.00
150101	All Programs	Capital Outlay						
	00000	440000	4,927.72	0.00	0.00	4,927.72	100.00	0.00
150101	All Programs	Contingent						
	00000	470000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150101			454,959.49	0.00	0.00	444,173.05	97.63	10,786.44
Ramsey Co Reg Rail Auth-RCRRA								
150106	All Programs	Other Services & Charges						
	00000	420000	25,899.92	0.00	0.00	25,899.92	100.00	0.00
Total for Organization: 150106			25,899.92	0.00	0.00	25,899.92	100.00	0.00
RCRRA Northeast Corridor Maint								
150112	All Programs	Other Services & Charges						
	00000	420000	237,668.32	0.00	21,957.81	212,508.51	89.41	3,202.00
150112	All Programs	Capital Outlay						
	00000	440000	4,112,100.00	0.00	0.00	4,112,100.00	100.00	0.00

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Ramsey County ASPEN
APPROPRIATION STATUS
 By Fiscal Year Accounting Period

Business Unit: RC

Fund: 12501

Ramsey Co Regional Rail Auth

Budget Period: BY2004

To Fiscal Year: 2005

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150112			4,349,768.32	0.00	21,957.81	4,324,608.51	99.42	3,202.00
Union Depot Study								
150113	All Programs	Other Services & Charges						
	00000	420000	0.00	0.00	0.00	0.00	0.00	0.00
150113	All Programs	Supplies						
	00000	430000	231.68	0.00	0.00	231.68	100.00	0.00
Total for Organization: 150113			231.68	0.00	0.00	231.68	100.00	0.00
Diagonal Property - Roseville								
150180	All Programs	Other Services & Charges						
	00000	420000	3,676,000.00	0.00	0.00	1,000.00	0.03	3,675,000.00
Total for Organization: 150180			3,676,000.00	0.00	0.00	1,000.00	0.03	3,675,000.00
RCRRA-Proj/Grant								
Total for Fund: 12501			8,506,859.41	0.00	21,957.81	4,795,913.16	56.38	3,688,988.44

Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Business Unit: RC
Budget Period: BY2004

Fund: 12501
To Fiscal Year: 2005

Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

<u>Organization</u>	<u>Program</u>	<u>Account</u>	<u>Adjusted Budget Amount</u>	<u>Pre-Encumbered Amount</u>	<u>Encumbered Amount</u>	<u>Expended Amount</u>	<u>% Expended</u>	<u>Remaining Spending Authority</u>
Report Total:			<u>8,506,859.41</u>	<u>0.00</u>	<u>21,957.81</u>	<u>4,795,913.16</u>	56.38	<u>3,688,988.44</u>

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Ramsey County ASPEN
APPROPRIATION STATUS
 By Fiscal Year & Accounting Period

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Business Unit: RC
 Budget Period: BY2003

Fund: 12501
 To Fiscal Year: 2005

Ramsey Co Regional Rail Auth
 To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	569,822.03	0.00	14,925.67	554,896.36	97.38	0.00
150101	All Programs 00000	Supplies 430000	3,893.70	0.00	0.00	3,893.70	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	0.00	0.00	0.00	0.00	0.00	0.00
150101	All Programs 00000	Contingent 470000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150101			573,715.73	0.00	14,925.67	558,790.06	97.40	0.00
Ramsey Co Reg Rail Auth-RCRRA								
150106	All Programs 00000	Other Services & Charges 420000	22,330.22	0.00	0.00	22,330.22	100.00	0.00
Total for Organization: 150106			22,330.22	0.00	0.00	22,330.22	100.00	0.00
RCRRA Northeast Corridor Maint								
150111	All Programs 00000	Other Services & Charges 420000	168,750.00	0.00	149,555.71	19,194.29	11.37	0.00
Total for Organization: 150111			168,750.00	0.00	149,555.71	19,194.29	11.37	0.00
Red Rock Corridor								

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY2003Fund: 12501
To Fiscal Year: 2005Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150112	All Programs 00000	Other Services & Charges 420000	95,885.29	0.00	5,125.63	90,759.66	94.65	0.00
Total for Organization: 150112			95,885.29	0.00	5,125.63	90,759.66	94.65	0.00
Union Depot Study								
150180	All Programs 00000	Other Services & Charges 420000	2,865,963.00	0.00	672,656.24	2,020,013.14	70.48	173,293.62
150180	All Programs 00000	Capital Outlay 440000	2,723,322.00	0.00	0.00	0.00	0.00	2,723,322.00
Total for Organization: 150180			5,589,285.00	0.00	672,656.24	2,020,013.14	36.14	2,896,615.62
RCRRA-Proj/Grant								
Total for Fund: 12501			6,449,966.24	0.00	842,263.25	2,711,087.37	42.03	2,896,615.62



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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

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Run Date 21.Feb.2006
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Business Unit: RC

Fund: 12501

Ramsey Co Regional Rail Auth

Budget Period: BY2003

To Fiscal Year: 2005

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

<u>Organization</u>	<u>Program</u>	<u>Account</u>	<u>Adjusted Budget Amount</u>	<u>Pre-Encumbered Amount</u>	<u>Encumbered Amount</u>	<u>Expended Amount</u>	<u>% Expended</u>	<u>Remaining Spending Authority</u>
<i>Report Total:</i>			<u>6,449,966.24</u>	<u>0.00</u>	<u>842,263.25</u>	<u>2,711,087.37</u>	42.03	<u>2,896,615.62</u>

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Ramsey County ASPEN
APPROPRIATION STATUS
 By Fiscal Year & Accounting Period

Business Unit: RC
 Budget Period: BY2002

Fund: 12501
 To Fiscal Year: 2005

Ramsey Co Regional Rail Auth
 To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs	Other Services & Charges 00000 420000	464,778.13	0.00	0.00	464,778.13	100.00	0.00
150101	All Programs	Supplies 00000 430000	3,660.98	0.00	0.00	3,660.98	100.00	0.00
150101	All Programs	Capital Outlay 00000 440000	338.80	0.00	0.00	338.80	100.00	0.00
150101	All Programs	Contingent 00000 470000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150101			468,777.91	0.00	0.00	468,777.91	100.00	0.00
Ramsey Co Reg Rail Auth-RCRRA								
150106	All Programs	Other Services & Charges 00000 420000	5,917.18	0.00	0.00	5,917.18	100.00	0.00
Total for Organization: 150106			5,917.18	0.00	0.00	5,917.18	100.00	0.00
RCRRA Northeast Corridor Maint								
150180	All Programs	Other Services & Charges 00000 420000	941.00	0.00	0.00	941.00	100.00	0.00
150180	All Programs	Intergovernmental Payments 00000 490000	1,773,874.83	0.00	0.00	1,773,874.83	100.00	0.00

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Report ID: RMGL100

Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Page No. 2
Run Date 21.Feb.2006
Run Time 11:14:13 AM

Business Unit: RC

Fund: 12501

Ramsay Co Regional Rail Auth

Budget Period: BY2002

To Fiscal Year: 2005

To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization:			150180					
			1,774,815.83	0.00	0.00	1,774,815.83	100.00	0.00
		RCRRA-Proj/Grant						
Total for Fund:			12501					
			2,249,510.92	0.00	0.00	2,249,510.92	100.00	0.00

34

Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period*Business Unit:* RC
Budget Period: BY2002*Fund:* 12501
To Fiscal Year: 2005Ramsey Co Regional Rail Auth
To Accounting Period: 12*% of Fiscal Year Elapsed:* 100.00

<u>Organization</u>	<u>Program</u>	<u>Account</u>	<u>Adjusted Budget Amount</u>	<u>Pre-Encumbered Amount</u>	<u>Encumbered Amount</u>	<u>Expended Amount</u>	<u>% Expended</u>	<u>Remaining Spending Authority</u>
<i>Report Total:</i>			<u>2,249,510.92</u>	<u>0.00</u>	<u>0.00</u>	<u>2,249,510.92</u>	100.00	<u>0.00</u>



Report ID: RMGL100

Ramsay County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodPage No. 1
Run Date 21.Feb.2006
Run Time 11:14:27 AMBusiness Unit: RC
Budget Period: BY2001Fund: 12501
To Fiscal Year: 2005Ramsay Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs	Other Services & Charges 00000 420000	302,162.15	0.00	0.00	302,162.15	100.00	0.00
150101	All Programs	Supplies 00000 430000	2,251.69	0.00	0.00	2,251.69	100.00	0.00
150101	All Programs	Capital Outlay 00000 440000	8,496.17	0.00	0.00	8,496.17	100.00	0.00
Total for Organization: 150101			312,910.01	0.00	0.00	312,910.01	100.00	0.00
Ramsay Co Reg Rail Auth-RCRRA								
150106	All Programs	Other Services & Charges 00000 420000	2,131.95	0.00	0.00	2,131.95	100.00	0.00
Total for Organization: 150106			2,131.95	0.00	0.00	2,131.95	100.00	0.00
RCRRA Northeast Corridor Maint								
150111	All Programs	Other Services & Charges 00000 420000	70,000.00	0.00	0.00	70,000.00	100.00	0.00
Total for Organization: 150111			70,000.00	0.00	0.00	70,000.00	100.00	0.00
Red Rock Corridor								
150180	All Programs	Other Services & Charges 00000 420000	116,332.50	0.00	0.00	83,079.82	71.42	33,252.68

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY2001Fund: 12501
To Fiscal Year: 2005Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150180	All Programs	Supplies 00000 430000	13,253.75	0.00	0.00	0.00	0.00	13,253.75
150180	All Programs	Capital Outlay 00000 440000	2,000,000.00	0.00	0.00	163,808.58	8.19	1,836,191.42
Total for Organization: 150180			2,129,586.25	0.00	0.00	246,888.40	11.59	1,882,697.85
RCRRA-Proj/Grant								
Total for Fund: 12501			2,514,628.21	0.00	0.00	631,930.36	25.13	1,882,697.85

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Report ID: RMGL100

Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Page No. 3
Run Date 21.Feb.2006
Run Time 11:14:27 AM

Business Unit: RC
Budget Period: BY2001

Fund: 12501
To Fiscal Year: 2005

Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

<u>Organization</u>	<u>Program</u>	<u>Account</u>	<u>Adjusted Budget Amount</u>	<u>Pre-Encumbered Amount</u>	<u>Encumbered Amount</u>	<u>Expended Amount</u>	<u>% Expended</u>	<u>Remaining Spending Authority</u>
<i>Report Total:</i>			<u>2,514,628.21</u>	<u>0.00</u>	<u>0.00</u>	<u>631,930.36</u>	25.13	<u>1,882,697.85</u>

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Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting PeriodBusiness Unit: RC
Budget Period: BY2000Fund: 12501
To Fiscal Year: 2005Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	288,963.37	0.00	0.00	288,963.37	100.00	0.00
150101	All Programs 00000	Supplies 430000	1,968.67	0.00	0.00	1,968.67	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	16,946.70	0.00	0.00	16,946.70	100.00	0.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			307,878.74	0.00	0.00	307,878.74	100.00	0.00
150106	All Programs 00000	Other Services & Charges 420000	6,503.48	0.00	0.00	6,503.48	100.00	0.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			6,503.48	0.00	0.00	6,503.48	100.00	0.00
150111	All Programs 00000	Other Services & Charges 420000	22,000.00	0.00	0.00	22,000.00	100.00	0.00
Total for Organization: 150111 Red Rock Corridor			22,000.00	0.00	0.00	22,000.00	100.00	0.00
150180	All Programs 00000	Other Services & Charges 420000	3,715,280.60	0.00	0.00	3,664,486.23	98.63	50,794.37

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Report ID: RMGL100

Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Page No. 2
Run Date 21.Feb.2006
Run Time 11:14:39 AM

Business Unit: RC
Budget Period: BY2000

Fund: 12501
To Fiscal Year: 2005

Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150180			3,715,280.60	0.00	0.00	3,664,486.23	98.63	50,794.37
RCRRA-Proj/Grant								
Total for Fund: 12501			4,051,662.82	0.00	0.00	4,000,868.45	98.75	50,794.37

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Report ID: RMGL100

Ramsey County ASPEN
APPROPRIATION STATUS
By Fiscal Year & Accounting Period

Page No. 3
Run Date 21.Feb.2006
Run Time 11:14:39 AM

Business Unit: RC
Budget Period: BY2000

Fund: 12501
To Fiscal Year: 2005

Ramsey Co Regional Rail Auth
To Accounting Period: 12

% of Fiscal Year Elapsed: 100.00

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Report Total:			4,051,662.82	0.00	0.00	4,000,868.45	98.75	50,794.37

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere
Authorized Signature

3/7/06

Date

Board Action Requested

Legislative Update.

DISCUSSION ONLY

Request Justification

Joe Bagnoli will present information on legislative issues at March 14, 2006 meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 14, 2006

Board Date

Angeline Taylor

Signature

3/7/06

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere
Authorized Signature

3/7/06

Date

Board Action Requested

Central Corridor Update.

DISCUSSION ONLY

Request Justification

Steve Morris will present a Central Corridor update at March 14, 2006 meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 14, 2006

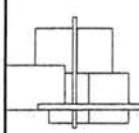
Board Date

Angelique Taylor

Signature

3/7/06

Date



SAFETEA-LU New Starts/Small Starts Workshop

APTA's Legislative Conference
March 8, 2006

1



Today's Workshop

- FY2007 New Starts Annual Report
- New Starts Project Planning, Development, and Management
- SAFETEA-LU

2

1

- 3

Map of the United States showing the locations of 15 rail projects. The projects are marked with black triangles and labeled as follows:

- Seattle WA - University Line LRT Extension
- Portland OR - South Corridor I-205 / Portland Mail LRT
- Washington County OR - Weisville to Beaverton Commuter Rail
- Minneapolis - Big Lake MN - Northstar Commuter Rail
- New York NY - Second Avenue Subway MOS
- Hartford CT - New Britain - Hartford Busway
- Providence RI - South County Commuter Rail
- Philadelphia - Reading PA - Schuylkill Valley Metro Rail
- Wilmington DE - Wilmington to Newark Commuter Rail Improvements
- Norfolk VA - Dulles Corridor Metrolink Project - Extension to Wiehle Avenue
- Norfolk VA - Norfolk LRT
- Raleigh-Durham NC - Regional Rail System
- Nashville TN - East Corridor Commuter Rail
- Dallas TX - Northwest / Southeast LRT MOS
- Houston TX - North Corridor Rapid Transit MOS
- Houston TX - Southeast Corridor Rapid Transit MOS
- Miami FL - North Corridor Metrolink Extension

4

2

FY 2007 Evaluation Approach

- No changes in measures used – consistent with FY 2006 approach
 - Transparent evaluation/rating process
 - Continuing focus on project outcomes
 - Project risk assessments to support evaluation information
- Cost effectiveness breakpoints adjusted for inflation – per Spring 2005 cost effectiveness framework announcement
- Eliminates Not Rated designation for projects with unreliable or incorrect data submissions. These projects now receive a Low rating.
- Implements some features of SAFETEA-LU

5

Summary of Overall Project Ratings

FY 2006 Report 29 Projects	FY 2007 Report 20 Projects
■ 2 Highly Recommended ■ 13 Recommended ■ 10 Not Recommended ■ 4 Not Rated	■ 1 High ■ 17 Medium ■ 2 Low ■ 0 Not Rated
----- 4 Removed from FD / PE	----- 12 Removed from FD / PE

6

3

Projects No Longer in New Starts Report

Twelve proposed New Starts projects (in Preliminary Engineering or Final Design) included in the FY 2006 report are not in the FY 2007 report

- **Discontinued development and/or no longer seeking New Starts funds**
 - El Paso, TX - Starter Line
 - Las Vegas, NV - Resort Corridor Downtown Monorail
 - Los Angeles, CA - Exposition Corridor
 - Orange County, CA - CenterLine LRT
 - South Wasilla - AK Track Realignment
 - Tampa Bay, FL - Regional Rail System
- **Suspended Preliminary Engineering until local project issues can be addressed**
 - Boston, MA - Silver Line Phase III
 - Ft. Collins, CO - Mason Transportation Corridor
 - New Orleans, LA - Desire Streetcar
 - San Jose, CA - Silicon Valley Rapid Transit Corridor
- **Completed without New Starts FFGA**
 - Kansas City, MO - Southtown BRT
- **Revised Project Development**
 - San Diego, CA - Mid-Coast LRT Phase 1 to be combined with Phase two as a single project.

7

Summary of FY 2007 New Starts and Small Starts Budget Recommendations

16 existing FFGAs	\$571.9 M
2 Pending FFGAs	\$355.0 M
5 Proposed FFGAs	\$302.6 M
5 Other Projects	\$101.8 M
Small Starts	\$100.0 M
FTA Oversight/Denali Commission	\$ 34.7 M
& Ferry Projects (AK/HI)	
TOTAL FY07 New / Small Starts	\$1,466 M

8

4

Pending FFGAs

- Funding recommendations are the proposed levels in the FFGAs as currently drafted.
- Both projects recommended for FFGAs previously, in President's FY 2006 budget.

Location	Project	Total New Starts Share	Total Project Cost	FY 2007 Budget
New York, NY	Long Island Rail Road East Side Access	\$2,632.1 M (34 %)	\$7,779.3 M	\$300 M
Pittsburgh, PA	North Shore LRT Connector	\$217.7 M (55 %)	\$393.0 M	\$55 M

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Proposed FFGAs

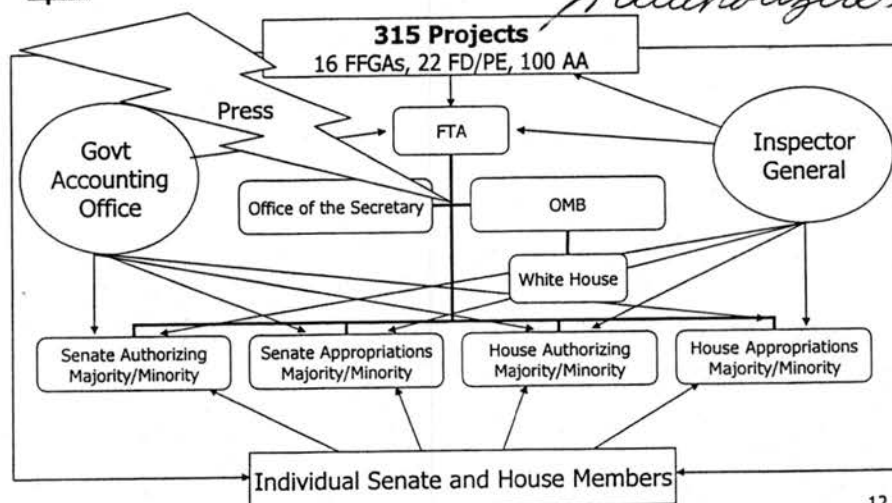
- FTA recommends \$302.6 million for five FFGAs. Each project:

- Is projected to be ready for an FFGA by the end of FY 2007
- Is rated *Medium* or higher
- Has a *Medium* or higher rating for cost-effectiveness, or is exempt by statute and/or Administration decision

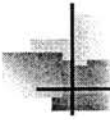
Location	Project	Total New Starts Share	Total Project Cost	FY 2007 Budget
Denver, CO	West Corridor LRT	\$290.6 M (49%)	\$593.0 M	\$35.0 M
Portland, OR	South Corridor I-205/Portland Mall LRT	\$334.4 M (60%)	\$557.4 M	\$80.0 M
Washington Co, OR	Wilsonville to Beaverton Commuter Rail	\$58.7 M (50%)	\$117.3 M	\$27.6 M
Dallas, TX	Northwest/Southeast LRT MO	\$700.0 M (50%)	\$1,406.2 M	\$80.0 M
Salt Lake City, UT	Weber County to Salt Lake City Commuter Rail	\$489.3 M (80%)	\$611.7 M	\$80.0 M ¹⁰

- FTA recommends \$101.8 million for five other projects.
- Allows funding for Largo FFGA Amendment required by SAFETEA-LU
- Four other projects are expected to be in Final Design by Spring 2006
- Each project:
 - Rated *Medium* or higher
 - Has a *Medium* or better cost effectiveness rating, or is exempt
 - Is expected to be in FD by Spring 2006 if issues addressed

Location	Project	Rating	Total New Starts Share	Total Project Cost
New York, NY	Second Avenue Subway MOS	Medium	\$1,300.0 M (26%)	\$4,947.8 M
Northern Virginia, VA	Dulles Corridor Metrorail Project-Extension to Wiehle Ave.	Medium	\$920.0 M (50%)	\$1,840.1 M
Norfolk, VA	Norfolk LRT	Medium	\$99.8 M (49%)	\$203.7 M
Seattle, WA	University Link LRT Extension	High	\$700.0 M (41%)	\$1,720.0 M
Largo, MD	Additional 52 Rail Cars Required by SAFETEA-LU	Not Applicable	To Be Determined	To Be Determined ¹



7 authorized in Safetea lu



FTA New Starts Program Goal

Fund meritorious projects

- Develop reliable information on project benefits and costs
- Ensure projects treated equitably nationally
- Facilitate communication between FTA, transit industry and Congress

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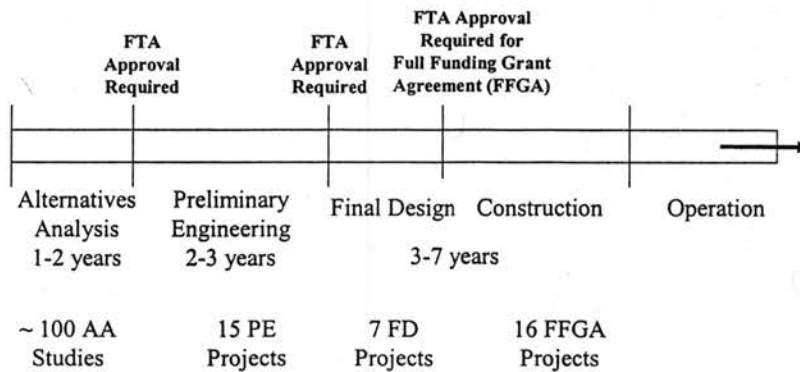
How FTA Meets Its Goals

- Sound and rigorous management of the program
- Promote - and assist in - the development of reliable information on costs and benefits
- Transparent evaluation process
- Local decisions, project ratings, and funding recommendations are based on the best information available to both the public and decision-makers

14

New Starts Process

- Project Development: Typically 6-12 Years



15

Why do we build New Starts projects?

Top 10 Reasons we've heard.....

- Our mayor just went to _____ and loved the _____ they had there.
- We have this great right-of-way just sitting there.....
- People have a negative impression of our bus system.
- If we build it, they will come.
- Our funding lapses if we don't hurry up and build something.

16

8

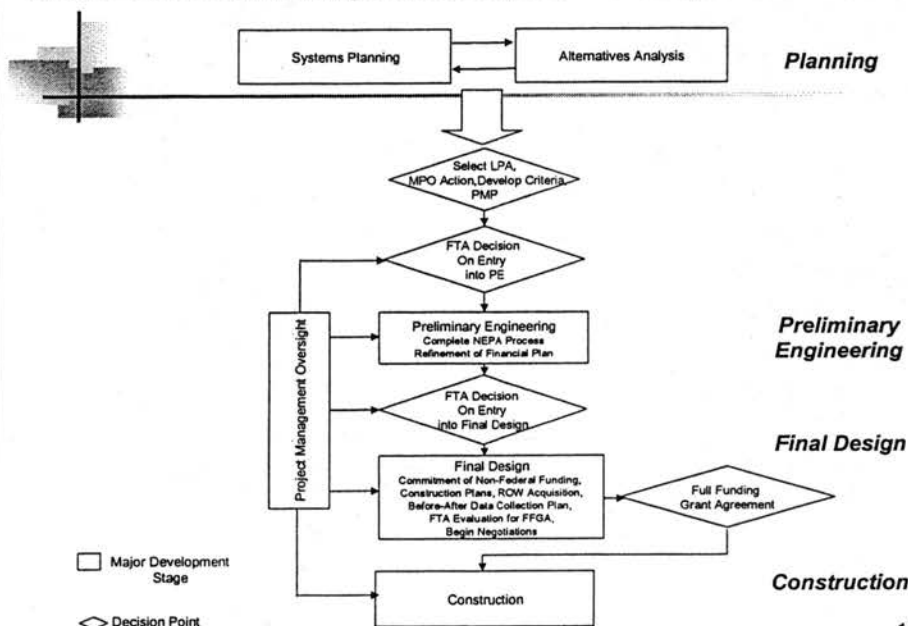
Why do we build New Starts projects?

Top 10 Reasons we've heard.....

- Then we can get a professional baseball team!
- How else are people going to get to the airport?
- We are the 2nd fastest growing ____ in the ____.
- Our area/project is really unique. Like, **really** unique.
- When it comes to transit, *size* really does matter.
- Bonus 11th reason!: Significant travel markets in our priority corridor are experiencing declining travel speeds, and our LPA is better than any other alternative in serving these markets, given reasonable funding assumptions

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New Starts Planning and Project Development Process



18

9

Key Decisions for Each Phase of Project Development

- Systems planning: priority corridor
- Alternatives analysis: mode and alignment
- Preliminary engineering: final scope/cost, completion of NEPA, financial plan
- Final design: construction documents
- Full Funding Grant Agreement
 - FTA: funding
 - Project sponsor: delivery of the project

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Why Alternatives Analysis Matters

- Sets the context for making informed decisions
- Answers the questions that need answers:
 - Local questions:
 - What do we want to do?
 - What are the benefits?
 - How much does it cost?
 - Where's the money going to come from?
 - How do we make it happen?
 - FTA questions:
 - What's the problem and were all reasonable alternatives considered?
 - How solid is the LPA decision?
 - Were the New Starts criteria developed correctly?
 - How does the project rate?
 - Should FTA fund it?

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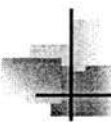
10



Alternatives Happen!

- Political leadership changes
- Cost increases
- Funding decreases
- Opposition to more precise alignments
- Opposition to project on basis of costs compared to benefits

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New Starts Planning: FTA Lessons Learned

- Good planning = *good decisionmaking*
- Pay attention to the early decisions
- Don't plan to deal with planning issues in PE
- Acknowledge, manage, and minimize risk
- Need for consideration of a wide range of alternatives *with consistent policy assumptions*
- Need to invest in the time and resources to do it right
- FTA should be involved early on and throughout the process
- FTA can add value!

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New Starts Rating Criteria

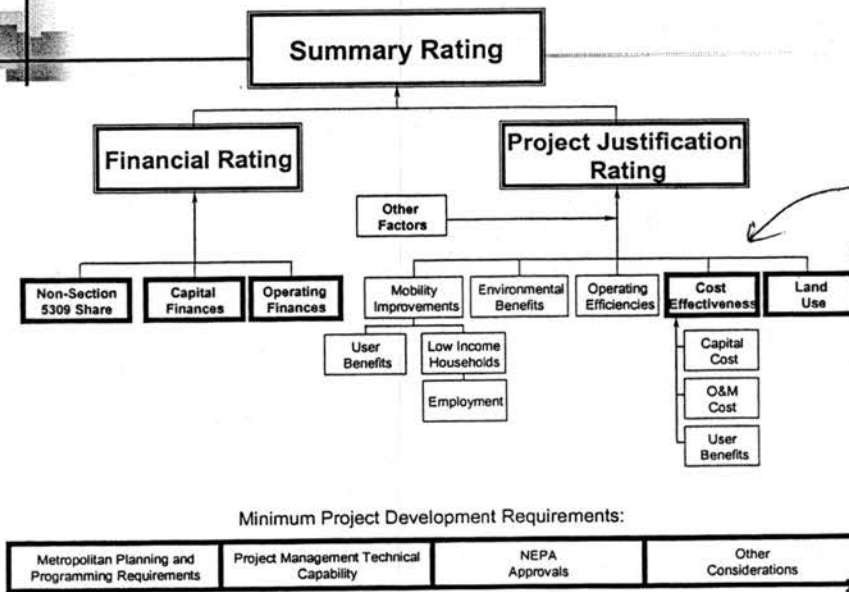
- Mobility improvements
- Environmental benefits
- Operating efficiencies
- Cost effectiveness*
- Land Use*
- Economic Development* (new!)
- Reliability of costs and ridership forecasts*(new!)
- Local financial commitment*
- Other factors* → *CEI based on alternative land use scenario - reported but not part of the formal evaluation process*

* = Small Starts Criteria

© Olympics service

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The FTA New Starts Evaluation and Rating Framework



FTA focuses on dark boxes to differentiate projects

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New Starts Overall Ratings (new!)

- **High**
 - Project rated at least "medium-high" for both finance and project justification
- **Medium**
 - Project rated at least "medium" for both finance and project justification
- **Low**
 - Project not rated at least "medium" for both finance and project justification

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Cost Effectiveness Measure

- Cost per unit of benefit:
 - Cost measure: Annualized incremental capital (federal and local) plus annual operating cost
 - Benefit measure: hours of transportation system user benefits

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Source of Transportation Benefits of New Starts Projects

- Highway Users: benefits from less congestion due to travelers changing from driving to riding on the New Start
- Current transit users: benefits from faster travel times for New Starts project compared to their previous transit mode
- New transit users: benefits from faster travel times for New Starts project

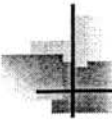
27

Calculation of Transportation Benefits of New Starts Projects

- Highway Users: not determined because of serious travel model difficulties in quantifying degree of congestion relief
- Transit users: benefits from faster travel times for New Starts project for all travelers in the region
 - In-vehicle time
 - Walk and wait time
 - Number of transfers
 - Capacity constraints
 - Reliability, comfort, security, branding

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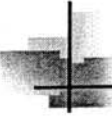
14



Hours of User Benefits of New Starts Projects

- Elegantly captures all the transportation benefits for New Starts projects
- What transportation benefits are not included?
- Why is the measure perceived as irrelevant, complicated, esoteric?

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Cost-Effectiveness

- Rating Values:

- | | |
|---------------|-------------------------|
| ■ Low | >\$28 per hour |
| ■ Medium-low | \$22 - \$27.99 per hour |
| ■ Medium | \$14 - \$21.99 per hour |
| ■ Medium-high | \$11 - \$13.99 per hour |
| ■ High | < \$10.99 per hour |

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Current Land Use Rating Criteria

- Existing Land Use
- Transit-supportive Plans and Policies
 - Growth Management
 - Transit-supportive Corridor Policies
 - Supportive Zoning Regulations Near Transit Stations
 - Tools to Implement Land Use Policies
- Performance and Impacts of Policies
 - Performance of Land Use Policies
 - Potential Impact of Transit Investment on Regional Land Use
- Other Land Use Considerations

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Local Financial Commitment

- Stability and reliability of capital plan
- Stability and reliability of operating plan
- Non-Section 5309 New Starts share (overmatch)

Key Considerations:

- Demonstrated non-New Starts funding commitments
- Demonstrated financial capacity
- Reasonable cost, revenue, and other assumptions

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Financial Ratings In Project Development

- PE Approval – Reasonable financial plan; Funding sources identified; Good non-federal funding history
- Annual New Starts Evaluation (PE) – Proposed funding sources established; Funds are planned and budgeted; Refined cost estimates
- FD Approval – At least 50 percent of non-5309 New Starts funding committed; Firm cost estimates; Address funding shortfalls
- FFGA – 100% non-New Starts funding committed; Funding shortfalls covered

33

What is a Full Funding Grant Agreement (FFGA) ?

- Formal Agreement signed by FTA and Grantee following detailed review by DOT, OMB and Congress
- Agreement on Project Scope, Budget, and Schedule
- Terms and Conditions of Federal Participation
- Multi-year Funding Commitment (subject to Congressional Appropriations)
- Caps Federal Section 5309 New Starts funds

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Full Funding Grant Agreement

- To receive an FFGA a project must:
 - Be Authorized in Law
 - Complete the Planning, Project Development, and NEPA Processes
 - Meet Project Readiness Requirements (technical capacity, firm and final cost estimate and funding)
 - Receive a "Medium" or higher overall rating
 - Receive a "Medium" or higher cost effectiveness rating
 - Meet all other Federal Requirements

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Additional SAFETEA-LU Directives

- Regulation for "Small Starts" Evaluation and Rating Process
- Policy Guidance on Fixed Guideway Capital Project Review and Evaluation Process and Criteria
- Impact Report on Methodology for Evaluating Land Use and Economic Development Impacts of Non-Fixed Guideway or Partial Fixed Guideway Projects
- Contractor Performance Assessment Report
- Contractor Performance Incentive Report
- Before and After Study Report
- Report on Public Private Partnership Pilot Program

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Additional SAFETEA-LU Directives (Continued)

- Annual New Starts Report
(Eliminates Requirement for Supplemental Report)
- Continues Annual GAO Review and Report on New Starts Processes and Procedures

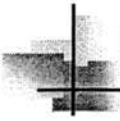
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SAFETEA-LU: New Starts

- Ratings – Five Levels (formerly three)
- Criteria
 - "Economic development" new justification criterion
 - Adds reliability of Ridership and Cost Forecasts
- "Before and After" Studies
 - Required by Statute
 - Annual Report Summarizing Results

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SAFETEA-LU: New Starts

- Ridership and Cost Estimate Incentives – Higher match for projects w/estimates within 10% of original forecasts
- Cost Control Incentive – Grantees may keep portion of savings when underruns occur
- Contractor Performance Assessment Report (CPAR) – Reports on consistency and accuracy of cost and ridership estimates; grantees must consult CPAR in selecting contractors
- Alternatives Analysis Funding - New Discretionary (5339) Program / not 5309 New Starts (\$25 million in FY 06)
- Public Private Partnership Pilot Pgm (no separate funds)

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"Small Starts" Capital Grants

- SAFETEA-LU authorizes \$200 million for the Small Starts program
- President's Budget proposes \$100 million to begin the program
- SAFETEA-LU requires a rulemaking to define Small Starts criteria and evaluation process
 - Advanced Notice of Proposed Rulemaking published January 30, 2006
 - Will begin to implement program with interim guidance
 - Encourages lower cost and flexible projects to address local transportation issues
- Existing projects in pipeline may be eligible

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"Small Starts" Capital Grants

- New Fixed Guideway Systems/Extension and Bus Corridor Improvements requesting under \$75 million in New Starts Funds and with a total project cost of under \$250 million
- Non-Fixed Guideway Corridor Improvements (e.g., Bus Rapid Transit) allowed under "Small Starts"
- Separate Funding Category beginning FY 07 (\$200 million)
- Rulemaking Required
- Exemption for Projects Under \$25 Million Eliminated
 - After "Small Starts" Rule is Final
 - All projects receiving funding get analyzed and rated

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"Small Starts" Capital Grants

- Ratings - five Levels
- Simplified Criteria
 - Cost Effectiveness: Calculated Based on Estimates at Initiation of Revenue Service
 - Land Use
 - Local Economic Development
 - Financial Commitment: During Project Development Timetable

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"Small Starts" Capital Grants

- Simplified Process
 - Planning and Alternatives Analysis
 - Project Development
 - Construction
- Simplified "Project Construction Grant Agreement"
 - Scope
 - Cost
 - Schedule
 - Federal Funding Maximum Amount and Schedule
 - Local Funding Sources

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Changes Proposed beginning April 30, 2006

- To be disseminated in *FY 08 New Starts Reporting Instructions*
- For FY 08 Budget; PE/FD Evaluations; and NEPA milestones
- All FY 07 Changes plus.....
 - NEPA/New Starts Interfaces
 - Before and After Study Documentation
 - Expanded Certification of Methods and Assumptions
 - Costs and Ridership Forecasts
 - Project Development Agreements
 - FFGA New Starts Level Set at Final Design Approval
 - Consideration of Rules for Use of Mode-Specific Constants

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New Starts Funding Level Set at Final Design Approval

- "Place a cap on the FFGA New Starts funding amount at the point of approval to enter final design"
- Rationale
 - Consistent with Congressional intent
 - Clarifies FTA participation in project costs
 - Supports decisionmaking
- Proposed Implementation
 - Formalize current practice

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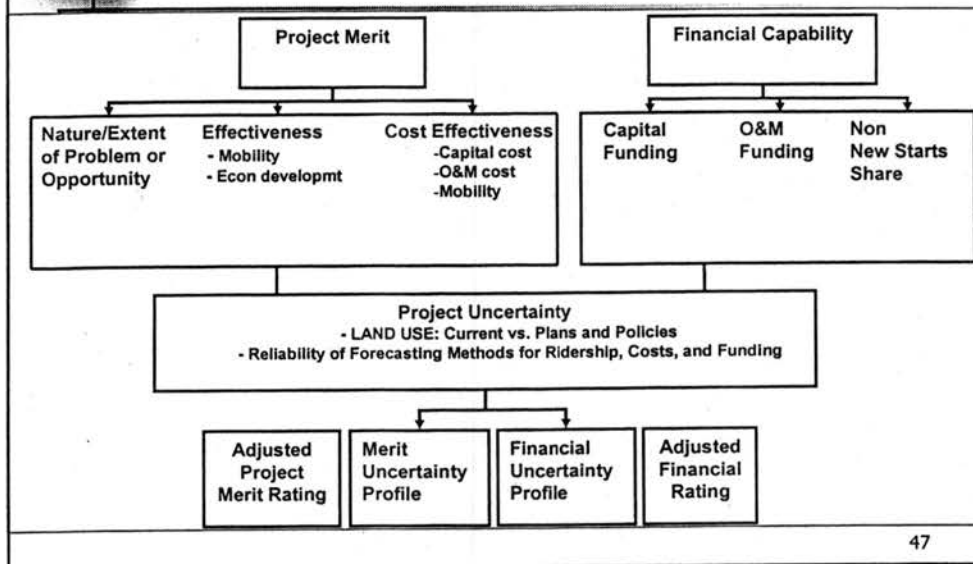
Guiding Principles for Development of Small Starts and Large Starts Rule

- Evaluation process should accurately reflect the merits of projects
- Requirements should ensure level playing field for all projects
- Requirements should be mode-neutral
- Costs, benefits and impacts should be developed using established methodologies

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Project Evaluation and Ratings - Option 2: Develop New Framework



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Schedule for Rulemaking

- Jan 2006: Publication of the Small Starts ANPRM and Large Starts policy paper
- March 10: Deadline for comments
- September 2006: Issuance of NPRM for small and major starts
- June 2007: Issuance of the final rule

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathryn DeSpiegelaere
Authorized Signature

3/7/06

Date

Board Action Requested

Changes to federal New Starts Requirements.

DISCUSSION ONLY

Request Justification

Steve Morris will present information regarding changes to federal New Starts requirements at March 14, 2006 meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 14, 2006

Board Date

Angelique Taylor

Signature

3/7/06

Date

Guidance on New Starts Policies and Procedures

January 11 , 2006

Prepared by:
Federal Transit Administration
Office of Planning and Environment
US Department of Transportation

<http://www.fta.dot.gov>

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Purpose

Section 3011 (d)(6) of the new transportation statute, Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), requires that the Federal Transit Administration (FTA) publish, for comment and response, "Policy Guidance" regarding the new fixed guideway capital project review and evaluation process and criteria at the following times: (1) 180 days after the enactment of SAFETEA-LU, (2) each time significant changes are made to the process and criteria, and (3) at least every two years. This document is FTA's response to requirement (1) above and represents our initial publication of the New Starts Policy Guidance. FTA will incorporate any changes made in response to comments made to this document when the New Starts Reporting Instructions and related guidance is published in the spring of 2006.

Interested parties may submit written comments to the Dockets Management System, U.S. Department of Transportation, Room PL-401, 400 Seventh Street, S.W., Washington, D.C. 20590-0001. Please submit comments identified by the docket number (FTA-2006-23636) by any of the following methods:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- Web Site: <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic docket site.
- Fax: 1-202-493-2478.
- Mail: Docket Management System; US Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.
- Hand Delivery: To the Docket Management System; Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC between 9:00 am and 5:00 pm, Monday through Friday, except Federal Holidays.

All submissions must include the agency name and docket number or Regulatory Identification Number (RIN) for this notice. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <http://dms.dot.gov> including any personal information provided. Please see the Privacy Act heading under Supplementary Information. For access to the docket and to read background documents or comments received, go to <http://dms.dot.gov> at any time or to the Docket Management System.

FTA will also publish a new Rule for Major Capital Investment Projects (New Starts) in response to changes specified in SAFETEA-LU to the methods, criteria and procedures used to evaluate and rate projects proposed for funding under FTA's New Starts program. These provisions of SAFETEA-LU may lead to some changes in the way that FTA determines eligibility for funding, the framework for evaluating and rating projects, and the procedures used to plan and develop new transit capital projects that seek New Starts funds. This policy guidance also offers an opportunity for FTA to explain its current thinking, and for interested parties to

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comment thereon, on some of the issues that will be addressed in the upcoming notice of proposed rulemaking for the New Starts program.

Chapter 1 documents the changes to FTA's New Starts project development and program management procedures that are proposed to become effective on April 30, 2006, for all New Starts submittals received after that date and prior to the effective date of the New Starts rulemaking. We request comments from interested parties on the changes proposed in this chapter.

Chapter 2 includes a discussion of some of the various implementation issues relating to SAFETEA-LU, discusses the merits of alternative approaches and solicits input, through a series of questions, on the options that FTA is considering. Its purpose is to provide interested parties with an early opportunity to understand and comment on FTA's initial thinking on these issues so that FTA can take these comments into account in developing the Notice of Proposed Rulemaking currently expected to be published in September 2006.

1 Improvements to Project Development and Program Management of New Starts Projects – Effective April 30, 2006

FTA will not change the current framework and methodology for evaluating and rating New Starts projects, and the decisions rules that support it, before publication of the new final rule for FTA's major capital investment program. All of the measures and their weights for developing New Starts ratings and recommendations should remain consistent with the process spelled out in the 2000 Final Rule, the April 2005 Reporting Instructions and the FY 2007 Evaluation and Rating Process issued in October 2005. Simply click on the document to access the hyperlinked file. It should be noted that the FY2007 Evaluation and Rating Process reflected two changes established in SAFETEA-LU. Specifically, SAFETEA-LU replaces a three-point rating scale with a five-point scale, with the overall project rating designations of "Highly Recommended," "Recommended," and "Not Recommended" replaced with "low," "medium-low," "medium," "medium-high," and "high." In addition, SAFETEA-LU, while continuing to require that a project's overmatch be evaluated, adds a clause that nothing in the Act shall be construed as authorizing the Secretary to require a non-Federal financial commitment for a project that is more than 20 percent of the net capital project cost. The Reporting Instructions and Rating and Evaluation Process to be issued on April 30, 2006 for the FY08 Section 5309 New Starts submission, will reflect those provisions as well as the comments on the issues discussed in this document, and will detail the specific measures and procedures that will be used to develop the project ratings for the FY08 Annual Report on New Starts.

While the evaluation and rating framework will not change prior to the publication in the Federal Register of final rulemaking, FTA is considering various procedural changes meant to improve the management of the New Starts process and to ensure the accuracy and consistency of the information submitted to FTA as part of the New Starts evaluation and rating process. These proposed improvements, anticipated to become effective April 30, 2006, are presented in the following sections. FTA welcomes comments from interested parties on these proposed changes.

The amendments made by SAFETEA-LU to section 5309(d) continue to require FTA to determine that projects proposed for New Starts funds meet a variety of criteria, including that they are the result of an alternatives analysis, are included in an approved transportation plan, that the applicant has the legal, financial and technical capability to carry out the project, that the project is justified based on a review of the criteria specified in the law, and that the project is likely to continue to meet these requirements in the future, before projects are allowed to begin preliminary engineering as well as final design. FTA's current approach to advancing projects through planning and project development is found at http://www.fta.dot.gov/16231_ENG_HTML.htm.

Pursuant to these requirements and prior to submitting a request to enter into preliminary engineering, candidate New Starts project sponsors must perform and complete a planning alternatives analysis which evaluates a range of transportation alternatives developed to meet locally-identified transportation problems in a given corridor. The objective of the planning alternatives analysis is the development of reliable estimates of the costs, impacts, and benefits

of these alternatives sufficient to make an informed decision on a preferred alternative. The planning alternatives analysis should further result in the development of measures of the proposed New Starts project's justification and financial commitment, which will support the subsequent request to enter preliminary engineering.

It is FTA's desire to work closely with New Starts project sponsors during the planning alternatives analysis to ensure that it results in the development of reliable information to support both the local decision on selection of a preferred alternative *and* FTA's decision to advance the preferred alternative into preliminary engineering. FTA therefore requires that the project sponsor submit the following study products as they are developed during the study to facilitate a subsequent request to enter preliminary engineering:

- Scope of Work
- Problem Statement, Goals, and Objectives
- Definition of Alternatives
- Documentation of Study Assumptions and Methodologies
- Documentation of Study Results, particularly in terms of the estimated costs and benefits of the preferred alternative

Prior to FTA consideration of a preliminary engineering request, FTA also requires that the project sponsor:

- Obtain FTA's agreement on the alternative to use as the baseline for analysis
- Demonstrate that the preferred alternative has been adopted into the fiscally constrained Long Range Plan
- Demonstrate the technical capability of the project sponsor to advance into preliminary engineering based on an adequate Project Management Plan (PMP)
- Certify to the assumptions and technical methods used to produce the information submitted
- Submit the required templates supporting the New Starts evaluation measures for project justification and local financial commitment

FTA will conduct a review of the products of the planning alternatives analysis, including the estimates of project costs and benefits of the preferred alternative and its baseline for calculating the New Starts project justification criteria, *as appropriate*, to ensure their reliability for supporting the preliminary engineering approval decision and subsequent preliminary engineering effort. FTA may utilize its oversight resources to facilitate such reviews. Close coordination with FTA and its consultants in these reviews is essential to ensuring the timely advancement of candidate New Starts projects into preliminary engineering.

Prior to approval to enter final design, FTA requires that the project design and cost estimates be solidified, that all National Environmental Policy Act (NEPA) requirements be completed, that the majority of proposed non-New Starts funds be committed, and that the project maintain satisfactory ratings against the New Starts evaluation criteria prior to being allowed to enter final design. As above, FTA and its oversight resources will review the products of preliminary

engineering, *as appropriate*, to minimize and manage risk in the project's estimate of costs and benefits, and in the sponsor's capability to finalize the design and construction of the project.

Recently, a number of projects have either failed to advance through project development or have changed a great deal in cost and scope from the projects that were initially chosen as the locally preferred alternative and advanced into preliminary engineering. This has led FTA to consider a variety of ways to ensure that the project is: 1) actually ready to advance into project development, and 2) likely to succeed during project development, prior to approval of entry into preliminary engineering or final design. The following sections describe procedural changes that FTA is proposing to apply to projects seeking to enter preliminary engineering or final design after April 30, 2006 and includes a discussion of the basis for our proposal. FTA solicits comments on these proposed changes.

1.1 NEPA Interfaces

FTA has a strong interest in improving the linkage between the New Starts and NEPA project development processes and requirements. Specifically, FTA seeks to mitigate conflicts between NEPA and New Starts; improve the consistency and reliability of information developed for both NEPA and New Starts purposes; and ensure the use and disclosure of such information for local and Federal decisionmaking. Specifically, FTA proposes the following procedural changes related to the NEPA interface with the New Starts project development process.

Require a project to have progressed beyond the NEPA scoping phase before entering preliminary engineering.

While FTA does not now mandate that project sponsors combine the planning alternatives analysis process with the NEPA process, the failure to perform some tasks related to the NEPA process has the potential to disrupt project development. Scoping is a requirement of the NEPA process focused on determining the range of alternatives to be addressed in NEPA documents and for identifying significant issues related to a proposed federal action.

A Council on Environmental Quality (CEQ) memo dated April 30, 1981 regarding scoping guidance outlined the following scoping objectives:

- To identify the affected public and agency concerns;
- To facilitate an efficient Environmental Impact Statement (EIS) preparation process, through assembling the cooperating agencies, assigning EIS writing tasks, ascertaining all the related permits and reviews that must be scheduled concurrently, and setting time or page limits;
- To define the issues and alternatives that will be examined in detail in the EIS while simultaneously devoting less attention and time to less important issues; and
- To save time in the overall process by helping to ensure that draft statements adequately address relevant issues, reducing the possibilities that new comments will cause a statement to be rewritten or supplemented.

In addition, SAFETEA-LU Section 6002 requires that, as early as practicable during the NEPA review, the project sponsor provide an opportunity for involvement by the public and other interested agencies in determining the range of alternatives to be considered.

FTA has found that when proposed New Starts projects enter preliminary engineering before NEPA scoping has been completed, newly-raised reasonable alternatives have occasionally been introduced during preliminary engineering. This introduction of major new alternatives occurred because many of the NEPA scoping participants had not previously been involved in developing the alternatives to undergo environmental review. FTA recognizes that CEQ regulations require consideration of "reasonable alternatives" introduced at any point in the NEPA process. However, by requiring that NEPA scoping, including the related requirements of SAFETEA-LU Section 6002, be complete prior to FTA approval to initiate preliminary engineering, FTA hopes to foster earlier interaction and, ideally, general consensus among the scoping participants about the alternatives to be considered during NEPA review. Through this requirement, FTA expects to produce more efficient and mutually-supported NEPA and New Starts reviews, which share a similar objective – informed decision-making.

Therefore, FTA is proposing to require projects to have progressed beyond the NEPA scoping phase before entering preliminary engineering. This requirement could be satisfied in a number of ways: (1) A Draft EIS can be completed as part of the planning alternatives analysis process. (2) After any NEPA scoping meetings and other NEPA scoping activities, project sponsors can submit, for FTA review, a scoping report that identifies the range of alternatives and major issues that are proposed to be addressed in the EIS. The scoping report would also include a discussion of the alternatives that have been proposed and the reasons for retaining or eliminating each of those alternatives. (3) In the case of an environmental assessment, after early coordination with interested parties, the project sponsor would submit, for FTA review, a report or technical memorandum which identifies the alternatives to be subject to NEPA review. (4) In the rare instance when a proposed New Starts project is categorically excluded from NEPA review, project sponsors would submit appropriate documentation to support that class-of-action determination.

Require the Final EIS to present the New Starts evaluation of the preferred alternative, in addition to the NEPA evaluation of the alternatives.

According to CEQ's NEPA regulations (40 CFR 1502.14), an EIS should present the merits and environmental impacts of the alternatives in comparative form, "thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public." In the transportation context, the NEPA evaluation typically measures the merits of an alternative by the extent to which the project purpose and need and other established objectives are met. These merits are arrayed against the adverse impacts and other costs of each alternative to facilitate decisionmaking among the available alternatives.

The CEQ regulations (40 CFR 1502.23) further require that "an environmental impact statement should at least indicate those considerations, including factors not related to environmental quality, which are likely to be relevant and important to a decision." For a New Starts project, the New Starts rating information qualifies as "relevant and important to a decision." Therefore FTA is proposing to require that, in addition to the NEPA evaluation of the alternatives, a NEPA document also summarize the most recent New Starts rating of the locally preferred alternative. FTA recognizes that, for a draft EIS or EA, the New Starts rating information may not yet be

available at the time of publication, but if it is available, FTA proposes that it must be included in the draft NEPA document. FTA proposes that, for a Final EIS, the New Starts rating information must be available and included in the document.

This proposed policy would ensure that, through the NEPA document, the affected public and interested agencies are fully informed about the proposed New Starts project, including the factors that, under Federal transit law, FTA must consider in evaluating those projects.

Require a New Starts project to achieve an acceptable New Starts rating before the FEIS, ROD, or FONSI is signed.

Over the past several years, a number of projects which were rated poorly in terms of the New Starts criteria were changed in scope after the publication of a Final EIS and environmental Record of Decision (ROD). The scope changes were necessary to reduce the project cost and achieve an acceptable New Starts rating. The scope changes also necessitated supplemental NEPA documents and re-evaluations. In some cases, the project that was presented to the public in detail in the Final EIS was subsequently altered substantially in order to improve the cost-effectiveness rating.

Therefore, FTA proposes a policy of not signing a Final EIS, ROD, or FONSI for a proposed New Starts project until the project has achieved a New Starts rating of Medium or better. This policy would not eliminate all supplemental NEPA reviews, but it would minimize the need for duplicative reviews in cases where it is known that the project must be changed to make it acceptable for New Starts funding. This policy also would ensure that the Final EIS presents the affected public with an accurate description of a project that is acceptable for FTA New Starts funding.

FTA would permit an exception to this policy in cases where the New Starts project is rated poorly as a result of a deficiency in the financial plan that is easily rectified. For example, the acceptability of the financial plan may hinge on the passage of a bonding referendum in an election that will occur several months hence, and passage is expected. In cases where the poor New Starts rating is due solely to a deficiency in the financial plan whose rectification is simple and expected, FTA would have the discretion under this proposed policy to proceed with the aforementioned NEPA documents despite the poor rating.

1.2 Preservation of Information for Before and After Study

Require project sponsors to provide documentation of the information produced during alternatives analysis that will be needed for the required before and after study, when they apply to begin preliminary engineering, as well as updated information and analysis at the time of the request to enter into final design and before executing a FFGA.

In its December, 2000 Final Rule on Major Capital Investment Projects, FTA required that project sponsors seeking full funding grant agreements (FFGA) submit to FTA, before approval to enter final design, a complete plan for the collection and analysis of information to identify the impacts of their projects and the accuracy of the forecasts prepared during project planning and development. SAFETEA-LU amended section 5309(g)(2)(c) to codify this regulatory

requirement and now requires that project sponsors, as a condition of receiving a FFGA, assemble information on five key project characteristics generated during project planning and development: (1) project scope; (2) transit service levels; (3) capital costs; (4) operating and maintenance costs; and (5) ridership patterns and revenues. SAFETEA-LU now requires FTA to use this information in preparing an annual report to Congress on the results of any before and after studies completed during that year.

FTA's regulation requires this information at the point of entry into preliminary engineering, entry into final design, before the award of an FFGA, and two years after opening to revenue service. To ensure that required information is identified and preserved during project planning and development, FTA is proposing to require project sponsors to provide initial documentation of the information produced during alternatives analysis when they apply to begin preliminary engineering, and to provide updated information and an analysis of any changes from the previous phase of project development, when applying to enter final design and before receiving an FFGA. The purpose of this proposed action is to ensure that the information is preserved and will be available to be analyzed in the forthcoming before and after study. This documentation is similar to information already used to support a request to enter preliminary engineering, and thus should not represent a significant burden on project sponsors.

The SAFETEA-LU amendment to section 5309(l)(2) now requires that FTA publish an annual report that analyzes the consistency and accuracy of cost and ridership forecasts prepared by each contractor to New Starts project sponsors. To help FTA fulfill this new responsibility, we propose to require, as part of the before and after submissions, that each New Starts project sponsor identify the contractor responsible for the capital and operating cost estimates and ridership forecasts and include a description of the contractor's role and responsibilities in developing these forecasts.

1.3 Certification of Technical Methods, Planning Assumptions, and Project Development Procedures

Require that the individual identified on Template 1 as the person responsible for developing these tools and techniques, in addition to the CEO, certify that they have been properly developed and applied according to professional standards and conventions and FTA guidelines.

SAFETEA-LU emphasizes the need for reliability of ridership forecasts and cost estimates in a number of ways. First, reliability of forecasting methods has been explicitly included as an evaluation criterion (section 3011(d)(2)(B)). In addition, in the SAFETEA-LU amendment of section 5309(l)(2), FTA is now required to track contractor performance and annually report to Congress on the consistency and accuracy of the cost estimates and ridership forecasts produced by each contractor to public transit agencies developing New Starts projects.

The information submitted to FTA during the New Starts evaluation and rating process must use consistent and defensible measures, reliable data, and analytical assumptions consistent with FTA's requirements. Accordingly, as part of its existing New Starts evaluation procedures, FTA has asked project sponsors to include with their preliminary engineering or final design request, as well as annual New Starts submissions, a statement certifying that the technical approaches and assumptions used in the analysis were in accordance with FTA guidance and best

professional practices. FTA has previously required that the sponsoring agency's Chief Executive Officer (CEO) sign the certification statement included in the New Starts templates. FTA has found cases in which the assumptions used in the New Starts submittals are not always consistent with sound planning and cost engineering principles and FTA guidance. FTA is aware that the CEO is not usually trained in the technical methods and principles that underpin these assumptions. Therefore, FTA believes that the individuals with direct responsibility for the technical areas in question, and who often work directly with FTA in preparing the submittals, should provide their own certification, on which the CEO can rely, that the activities were conducted according to FTA guidelines.

Therefore, FTA proposes to require that the individual identified on Template 1 as the person (in many cases, consultant) responsible for developing these tools and techniques, in addition to the CEO, certify that they have been properly developed and applied according to professional standards and conventions and FTA guidelines. The certification will apply to the development of alternatives, travel demand forecasts, capital and operating cost estimates, and the financial plan submitted to FTA in support of decision-making relative to the proposed project.

1.4 Development of Costs and Ridership Forecasts

Require forecasts of costs and ridership to include an analysis of uncertainties.

When evaluating project justification, SAFETEA-LU requires the Secretary to analyze, evaluate and consider the reliability of the forecasting methods used by New Starts project sponsors and their contractors to estimate costs and ridership. Further SAFETEA-LU requires the Secretary to issue a report that compares the cost and ridership estimates made at four points in time: 1) the time projects are approved to enter into preliminary engineering, 2) when the project is approved to enter into final design, 3) when the project commences revenue operation, and 4) when it has been in operation for two years. Finally SAFETEA-LU permits the Secretary to provide a higher New Starts share for projects when the project's cost is no more than 10% higher than the project cost estimated at the time the project was approved into preliminary engineering, and the ridership estimated for the project is not less than 90% of the ridership estimated at the time the project was approved into preliminary engineering. To adequately address these requirements and to fairly assess forecast reliability, FTA needs to understand the source of the uncertainties in the forecasts.

Current cost estimates and ridership forecasts are developed as discrete estimates when, in fact they are determined by a number of uncertain assumptions. Further, the uncertainties in the capital cost estimates are expected to decline as the project is more fully developed in preliminary engineering and final design. While the recognition of uncertainties is more prevalent in cost estimation, very little effort has been spent on revealing uncertainties associated with travel demand forecasts. To support analysis of uncertainties, FTA has published guidance ("Procedures and Technical Methods for Transit project Planning") that describes the nature of uncertainties associated with cost and ridership forecasts and how they should be reported. While the fundamental principles of this guidance have not changed since the guidance was originally issued in 1986, chapters have been improved since that time and we expect the chapters on cost estimation to be updated in the coming months. Grantees should consult this

guidance and discuss relevant forecasting uncertainties with FTA prior to submission of their forecasts and analysis of uncertainty to FTA.

1.5 Project Development Agreements

At FTA's discretion, selectively require project development agreements (PDA).

A key tenet of the New Starts process is that each project sponsor should show reasonable progress towards development and implementation of their preferred alternative in order to remain in FTA New Starts pipeline. Some projects have been unable to advance through preliminary engineering and final design, primarily because of problems securing funding commitments, problems providing satisfactory information about expected project benefits, and major changes in project scope and definition. Occasionally, projects have been approved prematurely into the project development process and have, consequently, become stalled or significantly reconfigured during preliminary engineering or final design. For example, the local decisions and consensus thought to have been reached are overturned, significant changes are made by local officials to project mode or scope or funding sources do not materialize.

To remedy this situation, FTA proposes to selectively require project development agreements (PDA) with sponsors of projects that are experiencing delays advancing through the process, or have identified risks which must be addressed and mitigated in order for the project to proceed in development. The PDA would identify principal issues to be resolved, products to be completed, and schedules for reaching significant milestones during the course of preliminary engineering and final design. At a minimum, a project development agreement would include the following components:

- Steps and schedule to ensure NEPA compliance
- Steps and schedule to complete preliminary engineering and final design including development of reliable cost estimates
- Steps and schedule to secure funding commitments

The project development agreement would be signed by the respective FTA Regional Administrator and the Chief Executive Officer of the agency sponsoring the project.

Pursuant to the conditions of the agreement, FTA, at its discretion, might rescind or suspend the project's status in preliminary engineering or final design if: (1) the project fails to make adequate progress (as defined in the PDA) towards advancing into the next phase of project development; (2) there is any significant change to the scope or cost estimate for the proposed project; (3) the project is rated "low" in FTA's *Annual Report on New Starts* for a specified number of years; or (4) the project sponsor fails to mitigate or otherwise remove significant uncertainties with regard to costs, ridership forecasts, or financial planning during project development.

Project development agreements could be altered from time to time to reflect changes to the regulatory environment, the project, or the financial plan as appropriate. However, projects that fail to fulfill the commitments made in the project development agreement may be removed from preliminary engineering or final design. At this time, FTA is proposing to begin applying project development agreements to selected projects as appropriate beginning in April 30, 2006.

However, in the upcoming Notice of Proposed Rulemaking for New Starts, FTA is considering implementing this requirement for all projects before approving entry into preliminary engineering or proceeding into final design..

1.6 New Starts Funding Level Set at Final Design Approval

Place a cap on the FFGA New Starts funding amount at the point of approval to enter final design.

Projects that enter final design are those projects that FTA and the project sponsor agree are meritorious and will very likely be built. In order to support this determination and the decision to move forward with the proposed project, the products of preliminary engineering for New Starts projects should include a final project scope, a highly accurate cost estimate, and a solid financial plan with a substantial portion of the proposed local funding committed. Furthermore, SAFETEA-LU contains several sections that indicate Congress's keen interest in minimizing cost increases between stages of project development. These sections include: 1) the amendment to section 5309(h)(3) which allows FTA to provide a higher New Starts share than requested for projects with costs and ridership forecasts that do not change much from alternatives analysis to just before completing a FFGA; 2) inclusion of the reliability of forecasting methods as an evaluation criteria in section 5309(d)(2)(B) as amended; and 3) a requirement that FTA report to Congress on the accuracy of ridership forecasts and costs for all New Start projects, both in before and after studies and in contractor performance reports as stated in section 5309(l) as amended.

If the information generated in preliminary engineering is to be reliable as the basis for decision-making for proposed New Starts projects, the final preliminary engineering cost estimate and financial plan should have very little likelihood of changing significantly in final design. Therefore, FTA is proposing to place a cap on the FFGA New Starts funding amount at the point of approval to enter final design.

All refinements to project scope and alignment should be finalized and major project uncertainties assessed during the preliminary engineering phase of the New Starts process. This approach will, in many instances, require a different perspective on the work performed and eligible costs for federal reimbursement than has traditionally been associated with the term "preliminary engineering." For example, varying definitions of preliminary engineering, such as "the engineering necessary to complete NEPA," or "30% design" would be supplanted—for New Starts projects—by an expectation that the preliminary engineering phase of New Starts review will result in project scope and cost estimates and financial plans that have little, if any, need for change after approval of the project into final design. Therefore, once the project is approved into final design, any increase in project costs will be borne by the sponsoring agency and its funding partners. In any case, cost increases after entry into final design must not be so large as to jeopardize the project's cost-effectiveness.

Under this approach, it will be in the project sponsors' best interest to estimate costs reliably and conservatively in preliminary engineering since any cost increases later in project development are the sole responsibility of the project sponsor. This approach also provides an incentive against overly optimistic cost estimates being used in preliminary engineering which may have

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had a positive impact on the project's calculated cost-effectiveness, followed by a cost increase just before a FFGA is signed or early in the construction phase. While this has been an issue in the past, FTA does not want to create a disincentive for project sponsors to apply value engineering techniques or otherwise identify legitimate cost reductions during final design. On the contrary, FTA would expect to share in the benefit of those cost reductions. Therefore, if cost reductions do occur during final design, the New Starts funding amount will be reduced in proportion to its share of the proposed project's cost as determined at the time the project entered final design.

1.7 Possible Rules for Mode-Specific Constants

Require all project sponsors to use pre-established mode-specific constants for each of the included attributes (reliability, span of service, and passenger amenities) that appear to be prominent in a specific fixed-guideway proposal.

FTA has long been aware of a technical issue related to the handling of unmeasured attributes of various transit modes in the mode-choice components of travel forecasting models that effectively disadvantages projects in areas where the proposed New Starts project is a new mode. In response to this problem, FTA has been considering ways to improve forecasting of guideway ridership, new transit riders, and user benefits to help ensure fairness for projects competing across the country. This issue was initially addressed in the both the March 9 and April 29 Dear Colleague Letters.

Without exception, urban travel forecasting procedures in the United States characterize the service quality of alternative transit modes only in terms of travel times (for walking, waiting, riding, and transferring), travel costs (fares and park-ride fees), and a very limited number of other measurable service characteristics (the number of transfers, for example). Other service attributes of a particular transit mode (its visibility, reliability, span of service hours, comfort, protection from the weather, the chances of finding a seat, passenger amenities, and others) are, in theory, lumped together into a "transit-mode-specific constant" estimated as part of the development of ridership forecasting models. In models that explicitly represent alternative transit modes (bus, light rail, commuter rail, BRT), the differences between the transit-mode-specific constants represent the net differences in service quality caused by all of the unmeasured attributes. A transit improvement that replaces a slow bus option with a higher-speed guideway facility would make transit more attractive both because of improved travel times and because of the more attractive bundle of unmeasured attributes associated with the guideway. Guideway riders, new transit riders, and user benefits would result from both sources.

Unfortunately, transit-mode-specific constants play a second role in mode choice models: as correction factors. Mode choice models are "calibrated" with data on current transit ridership in preparation for forecasting future transit ridership. Calibration is achieved through adjustments to the transit-mode-specific constants so that, when the model is used to "predict" current ridership, it produces the correct numbers. The difficulty is that the calibrated constants also act quite literally as correction factors for any errors made in the model components that precede the mode-choice model. If the errors are large, then the corrections must be large and the resulting mode-specific constants have nothing to do with the value of the unmeasured attributes of individual modes – they are simply correction factors. So in those cases, differences between the

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bus and guideway constants cannot be used to estimate the ridership changes or user benefits caused by changes in the unmeasured attributes of transit services.

The role of transit-mode-specific constants as correction factors with little relation to the actual attributes of transit has proved to be common in model sets used in urban areas with existing rail systems (and/or BRT facilities in a few cases). Over the past two years, FTA has not accepted forecasts for New Starts proposals when the local mode choice models have exhibited symptoms of these events. In response, local travel forecasters have been scrubbing the model sets and recalibrating mode choice models. In a growing number of cases, the recalibrated mode choice models have suggested that the constant for rail is equivalent to somewhere between 10 and 15 minutes of in-vehicle time per transit rider. Questions remain, however, including whether 15 minutes is the correct upper bound and whether the same upper bound ought to apply to the different bundles of unmeasured attributes typical of the various guideway modes – heavy rail, light rail, bus rapid transit, commuter rail, and others.

While more careful development of forecasting models appears to be helpful in areas considering additions to existing guideway systems, a potentially significant challenge remains in areas considering entirely new guideway modes: local conditions provide no basis on which to calibrate transit-mode-specific constants to represent the unmeasured attributes of the new guideways. FTA's long-standing position in these cases has been to evaluate projects with forecasts that ignore the effects of the unmeasured attributes – in essence, to assume that the unmeasured attributes of new guideway modes and their constants are the same as those of current bus services in the area. Given the growing body of evidence from existing guideway systems that constants are not the same for guideways and conventional bus service, however, that position may no longer be reasonable.

Consequently, we are considering ways to represent the impacts of more attractive bundles of unmeasured service attributes into forecasts for initial guideway facilities in individual urban areas. The need to preserve a level playing field for all project sponsors suggests that FTA will have to specify values of guideway constants for use in the forecasts. Several approaches are possible: (1) a standard guideway constant for all new guideway modes, (2) a set of constants that includes a different value for each guideway mode, or (3) a set of constants tied to the unmeasured attributes of guideways. The first approach would employ a single default value – equivalent to 12 minutes of travel time, for example – that would be added to the computation of service quality (based on travel times, costs, and other measured attributes) for any new guideway mode in local forecasting models. The second approach would add a different constant depending on the specific guideway – six minutes for light rail and 12 minutes for heavy rail, for example. The third approach would assign values to important unmeasured service characteristics – degree of guideway separation, span of service hours, and passenger amenities, for example – and compute a constant that reflects the specific proposal (so, for example, a fully grade-separated heavy-rail project with substantial passenger stations and service spanning 20 hours per day might obtain a constant equivalent to 12 minutes while a commuter-rail project operating on a freight railroad with very simple platforms only in the peak period and peak direction might obtain a constant equivalent to 3 minutes.

FTA is currently considering implementing the third approach described above. However, any of these approaches for the introduction of a new transit-guideway mode lead immediately to the

question of whether the same approach ought to be used to limit the values of the constants calibrated in areas with existing transit guideways. In the absence of such consistency, some projects may be evaluated with, say, 15 minutes of benefits because of unmeasured attributes while identical projects in other locations may be credited with, say, 4 minutes. Conversely, areas that have been using a mode-specific constant may be required to use a lower number than before, which could reduce the ridership and user benefits estimated for their projects.

2 Issues Regarding the Future New Starts Regulation

In addition to describing any proposed changes to the project development and program management procedures to be implemented in April 2006 prior to the publication of the new Final Rule for Major Capital Investments, this policy guidance seeks to describe the issues surrounding the development of a Notice of Proposed Rulemaking (NPRM) for Major Capital Investment Projects (New Starts) in order to obtain comment before FTA decides how to proceed. The key changes to the New Starts program mandated in SAFETEA-LU include a new "Small Starts" program which is the subject of a separate Advanced Notice of Proposed Rulemaking and other changes to the evaluation criteria and procedures for project development under the New Starts program. FTA hopes to use this policy guidance as a forum for beginning a discussion of possible changes to the process used by FTA to identify and foster the development of high quality New Starts projects. Because a NPRM will be issued, which will provide reviewers the ability to comment on specific proposals at that time, FTA has kept the discussion of these issues more general and has posed specific questions at the end of each section in order to focus the comments.

2.1 Eligibility

The statute defines "major new fixed guideway capital projects" as new fixed guideway projects requesting \$75 million or more in New Starts funds or with a cost exceeding \$250 million.¹ In defining this breakpoint between major capital projects and small New Starts projects (Small Starts), SAFETEA-LU also deleted the previous evaluation and rating exemption for projects requesting less than \$25 million in New Starts funds. Once the New Starts/Small Starts regulation is issued, all projects will be evaluated and rated as either a Small Starts project or as a New Starts project.

2.1.0 Definition of a Fixed Guideway

The definition of a "fixed guideway project" has not been specifically defined in previous transportation statutes or in the amendments made by SAFETEA-LU, although it has been clarified somewhat for Small Starts. This issue is particularly unclear in cases where bus rapid transit (BRT) projects may include both a fixed guideway portion and regular street running sections. In the past, FTA has considered whether or not a specific percentage of the project's length needed to be a fixed guideway to be eligible for funding or whether a more flexible case by case determination was preferable. Previously, FTA has made this eligibility determination on a case by case basis and allowed projects that have a significant portion of their project in a fixed guideway, such as a dedicated busway that also includes some street running sections, as an eligible project. Therefore, a project could be a fixed guideway project if the effect of the fixed guideway portion of the project is a significant bus running time reduction along the physical extent of the project.

The fixed guideway definition issue also raises questions regarding high-occupancy vehicle (HOV) lane projects and will create an issue for the High Occupancy Toll (HOT) lanes

¹ A new program for smaller fixed guideway transit capital projects that request less than \$75 million in New Starts funds and have a total capital cost less than \$250 million is to be funded separately within the Section 5309 New Starts program.

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authorized under SAFETEA-LU. Clearly dedicated busways and bus rapid transit (BRT) projects with significant dedicated sections qualify for New Starts funds, but HOV lanes may provide most of their benefits to automobile users rather than public transit passengers. FTA has not participated in HOV facilities through the New Starts program for the last decade.

Questions

1. How might FTA determine whether a Bus Rapid Transit projects is a "fixed guideway" project?
2. Should FTA fund HOV projects to the degree that they provide benefits to public transit riders?

2.2 Project Evaluation and Ratings

SAFETEA-LU amendments to section 5309(d)(2) continues to require that FTA evaluate proposed New Starts projects in terms of their justification and local financial commitment. The statute states, as before, that projects must be justified based on a comprehensive review of its mobility benefits, cost-effectiveness, operating efficiencies, environmental impacts, and public transit supportive land use, while adding economic development impacts to the list of evaluation factors. As before, the statute provides discretion for the Secretary to determine other factors that are appropriate. The statute later expands on the project justification criteria to include new factors such as the reliability of forecasting methods for costs and ridership, which FTA is to use in the evaluation of proposed New Starts projects. Financial commitment continues to be demonstrated by the existence of stable and reliable funding sources to construct, maintain and operate the proposed and existing public transportation system without reducing existing services.

The SAFETEA-LU changes to the evaluation criteria for proposed New Starts projects raise several issues. These include the framework for the evaluation; the specific measures used in the evaluation; and combination of these measures into a final project rating.

2.2.0 Evaluation Framework

At least two options exist for the framework used to organize the evaluation measures and synthesize the findings for individual projects. The first would be an extension of the framework used for New Starts projects described in the December 2000 Final Rule on Major Capital Investment Projects to include the new evaluation factors added by SAFETEA-LU: economic development impacts and the reliability of forecasting methods for costs and ridership. The second would adopt a framework designed both to implement the New Starts evaluation criteria specified by SAFETEA-LU and to organize the measures to support a more informative, analytical discussion of the project and its merits for New Starts funding.

Option 1 – Extension of the evaluation framework for New Starts: The framework currently used to evaluate New Starts projects considers each candidate project from two separate perspectives: the project's "justification" and the local financial commitment of its sponsor. Currently, "justification" considers a broad array of criteria but is based chiefly on two: cost effectiveness (50 percent of the justification rating) and land use (50 percent). Cost effectiveness addresses the trade-off between the capital, operating, and maintenance costs of the project and the mobility benefits that it is expected to produce. Land use addresses the extent to which the

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land-use setting for the project would promote a successful project – both in terms of the transit orientation of current land use and the policies adopted locally to foster transit orientation in future development. In response to SAFETEA-LU, FTA might add an economic-development criterion and a forecast-reliability criterion to the existing definition of the justification perspective. As done currently for New Starts projects, FTA could assign a rating for each of the now seven components (mobility - including mobility for transit dependents, cost-effectiveness, land use, economic development, forecast reliability, environmental benefits, and operating efficiencies) and compute an overall justification rating as a weighted average of the individual ratings. Given the intense scrutiny and interest in cost-effectiveness of recommended projects among various participants in federal funding recommendations (Congress, OMB, GAO, and others), it may be desirable to continue to assign roughly half of the “justification” weighting to the cost-effectiveness component, perhaps allocating the other half equally across the land use, economic development, and reliability criteria.

Currently, local financial commitment is defined for New Starts in terms of the strength of the financial plan for the capital costs of the proposed project (accounting for 50 percent of the financial rating), the strength of the financial plan for operating and maintenances of the entire transit system including the proposed project (30 percent), and the level of non-New-Starts funding proposed by the sponsor (20 percent). FTA computes an overall rating on local financial commitment as the weighted average of the individual ratings on these three criteria. Since the current evaluation framework accounts for the reliability of forecasts by explicitly evaluating financial assumptions, continuing to use the current framework for evaluating financial commitment may be sufficient to implement the provisions of SAFETEA-LU.

Option 2 – Development of a broader framework: A second option would be to broaden the perspectives used to evaluate proposed projects, better organize the evaluation criteria within these perspectives, and emphasize the importance of a brief, clearly written narrative that synthesizes the insights available from various measures into the best possible case for the project as a candidate for New Starts funding. This approach might broaden the evaluation beyond computation of overall ratings based on individual measures and develop deeper insights into the merits of a project than are possible from the quantified evaluation measures alone. Together, the evaluation measures and the narrative case for the project could consider:

- The nature of the problem/opportunity – because meritorious transit projects emerge from efforts to solve transportation problems and respond to important opportunities to improve mobility and support economic development;
- The effectiveness of the project as a response – because meritorious transit projects increase mobility for existing and new transit riders, preserve and expand mobility for transit dependents, reduce emissions and energy consumption, and support economic development;
- The cost-effectiveness of the required investment – because meritorious projects generate benefits that are commensurate with their capital, operating, and maintenance costs;
- The strength of the local financial commitment – because financially sound projects draw on funding sources that are readily available given reasonable expectations of revenue streams and acknowledgment of competing uses for the funds; and

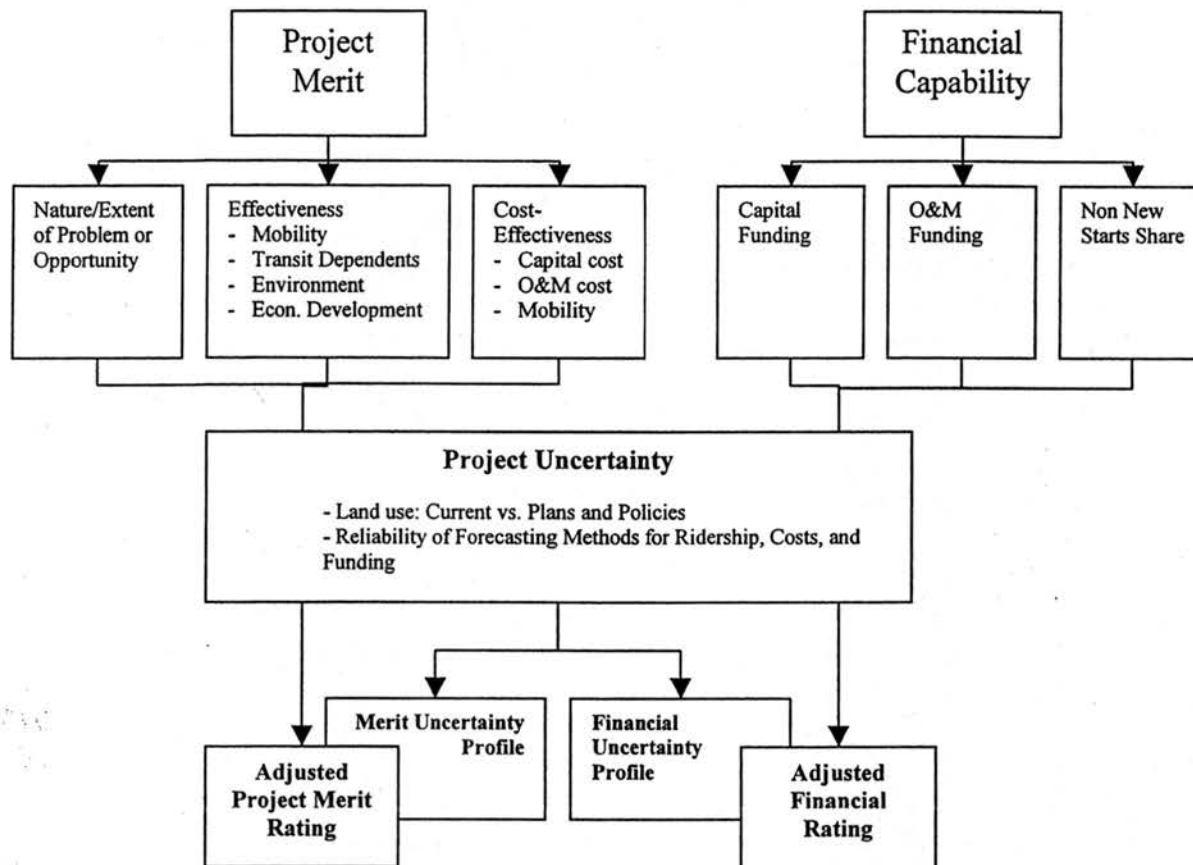
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- Uncertainty in the evaluation measures – because informed decision-making requires an understanding of any major uncertainties in information used to evaluate the project including land use projections, land use policy intentions, ridership forecasts, cost estimates, and other assumptions and forecasts.

An evaluation framework comprising these five perspectives would provide a natural and logical place for each of the criteria specified in the law as amended by SAFETEA-LU. Cost effectiveness and local financial commitment are themselves two of the perspectives. Mobility and economic development would be principal components of the effectiveness perspective. Land use policies and the reliability of ridership and cost forecasts would be central elements of the risk perspective.

As part of this description of a new evaluation framework, a new way of characterizing the categories of evaluation criteria is also proposed. "Project justification", while used in SAFETEA-LU and previous statutes, is somewhat imprecise. It seems clear from the statutory language and specific evaluation factors that the intent of the New Starts evaluation process is to identify transit projects that produce high levels of benefits at the least possible cost. For this reason, FTA has chosen, in this suggested framework, to refer to "justification" measures as measures of "project merit". The term "local financial commitment" is also somewhat imprecise in that it only directly describes a few of the financial rating factors described in the law. Again, for the sake of clarity and to accurately reflect the broad scope of the required financial evaluation, FTA is suggesting that the financial measures be referred to as measures of "financial capability."

Based on preliminary analysis, we have identified and are offering for comment a possible direction that the New Starts regulation may take on the evaluation framework and level of effort. Figure 1 describes a possible framework for the evaluation of New Starts projects. The framework examines separately the merits of a proposed project and the financial capability of its sponsor.

Figure 1: Evaluation and Rating Framework



The framework would examine separately the merits of a proposed project and the financial capacity of its sponsor, as well as factor in the uncertainty associated with the reliability of the data. Project merit would depend on the weighted results of project evaluation from three distinct perspectives: the nature of the problems/opportunities, the effectiveness of the project in addressing the problems/opportunities, and the cost-effectiveness of the necessary investment in capital, operating, and maintenance costs. Given the intense scrutiny and interest in cost-effectiveness of recommended projects among various participants in federal funding decisions, it may be desirable to continue to assign roughly half of the project-merit weighting to the cost-effectiveness component, perhaps allocating the other half equally across the problems/opportunities and effectiveness criteria.

Financial capacity could depend on the weighted results of financial analysis from three perspectives – the soundness of the capital funding plan, the soundness of the operating/maintenance funding plan, and the proposed non-New-Starts share of the project – with weights equal to those used currently for New Starts evaluations.

The uncertainty measures could reflect the reliability of the information used to develop each of the component ratings for project merit and local financial commitment. Consequently, each component rating would be accompanied by an indicator of its reliability. The uncertainty measures might be based on: (1) the comparability of cost estimates and ridership forecasts to

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peer projects both locally and nationally, (2) the steps that the project sponsor has taken – including data collection, sensitivity testing, and peer reviews – to identify and minimize uncertainties, and (3) the performance of the project sponsor in delivering previous transit projects that met forecasts of costs and ridership.

The evaluation framework would conclude with an analytical discussion of the project and its performance against the evaluation criteria, providing direct answers to several key questions:

- What is the problem?
- What project is proposed in response?
- What are its costs?
- How well does it address the problem?
- Is it worth the investment?
- Can the project sponsor and other funding sources afford it?
- What are the trade-offs versus other alternatives?
- Where are the large uncertainties?

This discussion would ensure that the evaluation rested as much on well stated insights into the merits of the project as on the mechanics of the evaluation measures themselves. FTA might use the case for the project to support project advancement or funding decisions for marginally rated projects.

Questions

3. How might the New Starts evaluation framework be changed to better support informed decision-making? Is there a preference for Option 1, Option 2, or something different?
4. In what ways could FTA improve the evaluation process to highlight the “case” for proposed New Starts projects rather than focus only on numerical ratings?

2.2.1 Specific Evaluation Measures

Regardless of the framework that emerges, each criterion will require specific evaluation measures. In principle, the measures should be accurate indicators of the performance of proposed projects, be readily computed by project sponsors, be transit-mode-neutral, and be free of inherent biases that would distort the level playing field for all project sponsors.

A particular challenge is the appropriate inclusion of land use in the evaluation. Land use might usefully play a role in two parts of the evaluation framework: as part of the economic-development criterion and as part of the assessment of forecasting uncertainty. FTA’s current evaluation of New Starts projects employs land use measures (current land use, plans and policies, and track record of those plans and policies) that effectively address the forecast reliability perspective: the measures indicate the transit-friendliness of the project corridor, both now and in the future, to indicate the extent to which the proposed project would be implemented in a setting conducive to its success. Consequently, these measures do not address the performance of the project itself, as they would apply equally to whatever alternative is implemented in the corridor. Current land use and land use plans/policies do not measure the benefits generated by the proposed project. Rather they describe the degree to which the project corridor provides an appropriate environment in which the proposed project can succeed.

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The absence of the economic-development benefits in the evaluation of land use is the result of FTA's continuing difficulties in finding methods for predicting development impacts with sufficient reliability for use in New Starts evaluation. Further, because SAFETEA-LU introduces a separate economic-development criterion, the potential role for land use as a measure of development benefits becomes even less evident. A clear distinction between land-use development and economic development seems elusive. Consequently, an appropriate strategy might be to define "land-use/economic development" as a measure of project effectiveness and to define "transit-orientation of land use" as a measure of uncertainty inherent in both the mobility benefits and the land-use/economic development benefits. This is the approach taken in the discussion below.

2.2.1.0 Nature of the Problem/Opportunity

New Starts projects are almost always intended to solve specific transportation problems, or take advantage of opportunities to improve transportation services, or support economic development. For this reason, the most useful starting point for evaluation of proposed transportation investments may be the nature and severity of the problems/opportunities the proposed projects are designed to address. For instance, such a criterion might rate very highly projects designed to address clearly identifiable and particularly severe mobility problems, while rating more moderately those projects that take advantage of specific opportunities to improve service, but are not in corridors with a particular mobility problem.

An immediate question, then, is what kinds of problems/opportunities is the New Starts program intended to address. Many decision-makers in both Congress and the administration have emphasized the role of cost-effectiveness and support for economic/land use development in the evaluation of New Starts. Mobility benefits are implicit in cost-effectiveness because the cost effectiveness measure has, since its inception, compared costs with some indicator of mobility benefits (initially new transit trips and, since 2001, user benefits). Consequently, measures to represent the nature of the problem or opportunity addressed by a proposed New Starts project ought to reflect economic development and mobility. Useful measures for economic development might include vacancy rates, the value of land parcels compared to the value of current improvements on those parcels, and similar measures of development conditions in the corridor of interest. Useful measures for mobility might include current bus travel speeds in the immediate corridor, current highway speeds on principal arterials in the corridor as compared to projected speeds in the future.

Questions

5. Are there any other measures that might indicate and characterize the nature and extent of the problem or opportunity addressed by proposed New Starts projects?
6. How should FTA evaluate or rate projects that address significant transportation problems compared to projects that take advantage of opportunities to improve service?

2.2.1.1 Effectiveness

Project effectiveness measures are related to the projected impacts of the project. The most direct effects are those experienced by transit riders in terms of additional mobility, comfort, and convenience though several other measures of effectiveness are being considered. The amendments made by SAFETEA-LU call out several kinds of benefits that fall into the category

of effectiveness: mobility and mobility for transit dependents, environmental impacts, effect on transit operating costs, and economic/land-use development benefits.

Economic Development Impacts

The prediction of economic development impacts of transit improvements is a particular challenge. The first difficulty is to distinguish economic development impacts from the previous land use measure. In prior years, the land use evaluation considered existing land use, corridor and station area land use plans and policies, and the performance and impacts of those policies. As part of the evaluation, FTA considered the potential impact of the transit investment on regional land use, which overlaps significantly with the conception of economic development benefits articulated in SAFETEA-LU.

There are two generally accepted methods of characterizing the economic development benefits of transportation investments. These may be grouped generally into 1) regional economic benefits, and 2) station area development impacts. Regional economic benefits are usually estimated using regional economic models (input-output models) and translate accessibility benefits from transportation improvements into an estimate of the change in regional economic output, personal income, and jobs. Station area development impacts generally focus on the impact of the transit investment on property values and related development, and vacancy rates, among other possible indicators.

Option 1: Regional economic benefits. These measures are commonly generated using regional economic models that translate mobility benefits, public and private sector cost savings, and other direct benefits into the resulting benefits to the economy. Investments in public transportation lead to increased efficiency of the transportation system. This increase in efficiency is manifested in faster travel times, better connections, reduced travel costs and increased reliability, convenience and comfort. This increase in efficiency, reliability, and capacity generates increased transit ridership and improves travel conditions for existing users of the transportation system. FTA's user benefits measure, used in the evaluation of mobility benefits and cost-effectiveness, seeks to evaluate projects on the basis of these factors. However, additional economic development benefits can be measured using regional economic models.

Many economic development benefits are simply the economic manifestation of transportation system user benefits and are a direct double count of the benefits FTA already measures and uses to evaluate projects. However, as lower transportation user costs are filtered through the economy, firms and households can reallocate resources in ways that can result in additional economic benefits. Some of these second order impacts are in fact, incremental to the first order transportation system user benefits. These incremental benefits can be estimated using regional economic models in the form of the following measures:

- Productivity increase – Productivity increases are separate from simple reductions in business costs. Productivity increases occur when a change in transportation quality is significant enough to enable businesses to reorganize their production processes to achieve more output for a fixed amount of labor (e.g., second order logistics benefits) and capital. These benefits, for example, are possible when a manufacturer converts to just-in-time inventory control. In the service sector, increased productivity can occur

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when improved transit increases businesses' access to a more diverse and larger pool of labor.

- Business attraction – An improvement in accessibility can improve a region's attractiveness to new industries or firms that would not otherwise locate in the region. This attraction of new industries or firms is in addition to the increase in market share for existing companies, which is accounted for in the business cost savings described above.

These two responses to direct transportation benefits lead to a net increase in economic activity for the region compared to the level of economic activity if the transit investment were not made. These additional benefits are in addition to transportation system user benefits and do *not* represent double-counting. Therefore they represent additional information that FTA might use to evaluate the relative merit of proposed New Starts projects. However, caution is warranted in considering the use of this type of economic analysis. First, these impacts may represent transfers between regions rather than a net benefit for the nation. Therefore it is not clear that measures, particularly of the type represented by business attraction, are useful for national comparison of projects. Second, in previous studies, these second order impacts of transportation projects have been generally found to be small compared to the first order mobility improvement. Therefore it is unclear if counting these benefits would have any significant impact on the results of evaluating proposed New Starts compared to the results of the current method. Lastly, applications of these models can be relatively expensive and time consuming.

The benefits of using the regional economic impact approach include: the ability to prevent double-counting benefits, results are easy to understand estimates of income and jobs, available models are well developed and provide a methodologically consistent framework for evaluating projects in different parts of the country.

These models can also be used to evaluate the regional economic impact associated with the construction and operating costs of the proposed project. If the regional economic impacts are based on the construction and operating costs of the proposed project rather than the mobility benefits of the project, the results are not useful for evaluating New Starts projects at the national level. These impacts are simply a reflection of the cost of the projects rather than their actual associated transportation benefits. Under this type of input-output analysis, the benefits of each project would vary in direct proportion to their construction and operating costs, subject to some differences in the structure of regional economies. Hence, the more expensive the project, the better it would tend rate. FTA does not intend to use the results of input-output models based on project costs as an indicator of economic development benefits because they do not provide useful information for comparing projects to each other.

Option 2: Station area economic development impacts: Like regional economic impacts, station area economic development impacts of transportation investments also reflect the increased accessibility provided by the project to the surrounding area. If an area becomes more accessible compared to other areas, residents and businesses will be willing to pay more to locate there and property values will increase. If land use regulations allow for more development and

the general economic environment is favorable to additional development, investment will flow to the project corridor.

Although many studies have shown, *ex poste*, that transit projects have had an impact on economic development in some cases, few predictive tools are available in standard practice and development of new tools seems infeasible in the short run. Consequently, the best-available measures of likely economic/land-use development benefits may be derived from the circumstances in which the projects would be implemented rather than from forecasts of their specific development impacts. A survey of available research on the development impacts of transit suggests that increased accessibility and permanence of the transit investment are the primary transit-related drivers of development. Those project-related characteristics, plus indicators of the availability of land for development or redevelopment, may provide a workable representation of likely development benefits. Specific measures might be (1) current land-use conditions, (2) development plans and policies, (3) the economic development climate in the corridor and region, (4) the project-related change in transit accessibility for developable areas in the corridor; and (5) the economic lifespan of new transit facilities proximate to those developable areas.

Questions

7. Is there a preference for analyzing regional economic benefits or station area economic development benefits? Could FTA utilize both perspectives in evaluating expected economic development impacts?
8. How might FTA evaluate economic development and land use as distinct and separate measures?
9. Are there any additional methods available to predict economic development impacts? If so, how might these other measures be used to evaluate proposed New Starts projects?

Mobility

The measure of mobility benefits ought to capture as many benefits as possible. Currently for New Starts projects, "user benefits" is defined to include all changes in mobility that are measured by local ridership-forecasting methods and define the scope of those benefits to include both existing and new transit riders compared to the baseline alternative. (The definition also includes benefits to users of the highway system but measurement of those benefits is not yet available due to the current state of the practice for predicting changes in highway speeds.) Consequently, the user-benefits measure credits transit projects with reductions in transit travel times (including time spent walking, waiting, transferring, and riding in transit vehicles), any other service characteristics (such as the number of transfers) included in local forecasting methods, and the availability of multiple competitive travel options, again as represented by local forecasting methods. The user-benefits measure is also defined to give appropriate credit for other project characteristics that improve the quality of transit service including changes in reliability, span of service, safety and security, passenger stations, passenger information, permanence of the facilities, and other characteristics not represented by travel times and costs, subject to the problems and potential solutions discussed in a prior section (see Possible Rules for Mode Specific Constants).

The evaluation of mobility tries to determine to what degree the proposed New Starts project provides substantial benefits for a large number of people. As such, FTA might implement the mobility measure by using a combination of the following factors:

- User benefits per passenger mile: indicates whether the New Start is projected to result in significant benefits for the average passenger. Some projects can result in very large total benefits, but spread over very large numbers of people, the benefits may not be significant for the user. This measure seeks to determine whether a passenger is likely to have a noticeably better service after the project is implemented.
- Project ridership: indicates whether the project provides benefits for a large number of people.

Questions

10. Are there any other measures of mobility benefits that could be used to evaluate New Starts projects?

Mobility for Transit Dependents

Since low-income populations and households without access to automobiles depend critically on the public transportation system to provide basic mobility, access to jobs, health care and other critical services, projects that improve transit services for these populations have special merit. Corridors with high concentrations of transit dependent people also tend to have higher transit ridership.

FTA's previous measure for benefits to transit dependents used the percentage of low income households in the project corridor, which has the disadvantage of being somewhat imprecise. In order to understand how the proposed project actually serves a transit dependent population, the evaluation measure should have a way of identifying how the project serves transit dependents rather than simply characterize the project corridor demographics. In order to understand the actual impact of the proposed project on transit dependents, a more appropriate measure might be the share of user benefits accruing to passenger in the lowest income strata compared to the regional share of the lowest income strata. Since travel demand models are typically stratified by income and/or auto-ownership, it is now possible to determine the actual effectiveness of proposed projects at serving transit dependents.

Questions

11. Does the proposed measure entail any implementation difficulties for measurement, reporting, or comparison between projects?
12. Are there any other measures that FTA should consider when evaluating the benefits that accrue to transit dependent populations?

Environment

Environmental benefits from proposed New Starts projects are currently measured by employing the projected change in regional vehicle miles traveled to estimate the change in various harmful types of vehicle emissions and energy consumption. FTA is proposing to continue using the current approach to evaluating environmental impacts.

Questions

13. How could FTA improve the current method of evaluating environmental benefits to produce a more useful measure?

Operating Efficiency

In the past, FTA has used the projected system-wide change in operating cost per passenger mile to measure the impact of proposed New Starts projects on operating efficiency. This measure has never proved to be a useful way of distinguishing among proposed projects. There are a number of reasons for this problem. First, the change in system-wide operating expense per passenger mile is often extremely small, especially if the project is only a small proportion of the project sponsors transit services. Typically, the change is too small to provide a meaningful way of distinguishing between projects. Second, many projects are not designed to reduce operating expenses per passenger mile since existing bus assets may be redirected at providing feeder bus service to the New Starts project. The expected net effect on operating expenses per passenger mile is not clear, nor is it clear that reducing operating expenses per passenger mile is always the preferred outcome such as in cases where the increase in user benefits from a proposed project overwhelmingly offset the increase in operating expenses per passenger mile. Moreover, FTA's evaluation of cost-effectiveness has always included the annual system wide operating and maintenance expense as a component of annualized cost. The impact of the project on operating and maintenance costs is already captured in the calculation of cost-effectiveness. Therefore, FTA is considering removing this factor as a separate evaluation criterion, relying instead on the evaluation of cost-effectiveness to address the statutory criterion.

Questions

14. Should FTA rely on the cost-effectiveness evaluation to address the operating efficiency criterion?
15. If not, in what way could agency operating cost information be used to compare New Starts projects to each other?

2.2.1.2 Cost-Effectiveness

Since the Major Investment Policy Statement of 1984, FTA has employed a cost effectiveness measure, and since 2000 has translated its computed value for a project into a cost-effectiveness rating for that project using a set of breakpoints (that is, a computed value between X and Y obtains a "Medium" rating). Since 1984, FTA has computed the cost-effectiveness of New Starts projects as annualized capital, operating, and maintenance costs of the project per unit of transportation benefits, all compared to a non-guideway baseline alternative in the forecast year. FTA currently uses the transit-user-benefits measure to capture the full range of quantifiable transportation benefits of proposed projects. A broader cost-effectiveness measure might add non-transportation benefits – economic/land-use development and mobility benefits to transit dependents – to the effectiveness side of the calculation.

FTA is considering whether or not to add some measure of economic development impacts into the evaluation of cost-effectiveness. However, this possibility presents a number of challenges, including:

- 1) Double-counting. Economic development benefits are the results of increased mobility provided by the transit investment. Therefore, it is well accepted that if all the

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measurable economic development impacts are included with transportation system user benefits, the analysis would essentially be counting many of the same benefits twice. However, it is also well accepted that some portion of the economic development impacts related to business cost reductions and productivity improvement made possible by the increased mobility provided by the project are actually incremental to the transportation system user benefits and could be usefully counted as a separate benefit.

- 2) Distinguishing between transfers and real net increases. Economic development impacts can represent transfers between areas within a region or transfers from one region to another. These transfers may represent benefits to a local government or a region, but there remains a question about whether a federal agency trying to distinguish between projects in different parts of the country should count transfers of economic activity from one area to another as a benefit in an evaluation of cost-effectiveness.
- 3) Difficulty in combining user benefits with economic development measures. User benefits have been measured in terms of equivalent or perceived travel time while economic development benefits are generally measured as employment, income, or increase in gross regional product. Combining these types of measures into a single cost-effectiveness measure may prove to be difficult.
- 4) Economic development impact models, capable of distinguishing benefits that directly double count user benefits from those that are incremental, are relatively complex and expensive to implement. In addition, changes in regional vehicle miles traveled (VMT) and vehicle hours traveled (VHT) are often used to drive these types of economic development impact models. The reliability of regional travel demand models in generating estimates of these inputs is still unproven.

FTA is conducting research that will, hopefully, clarify these issues and the extent to which they present surmountable problems, and, possibly, provide a method for including some economic development impacts into the evaluation of cost-effectiveness.

The current cost-effectiveness measure is calculated based on estimated user benefits in a future forecast year 20 to 25 years in the future compared to an annualized expression of capital and operating costs. One of the weaknesses of this approach is that forecasts far into the future contain significant amounts of uncertainty. They rely on very long-range forecasts of population and employment levels and locations. Long-range projections are bound to contain a significant amount of uncertainty. In addition, since several evaluation measures are based on a single year in the distant future, the fact that New Starts projects produce significant benefits over a long period of time can become lost in discussions of project merit.

SAFETEA-LU contains several key provisions that indicate Congress's interest in reducing the uncertainty in the planning information used to support decision-making for New Starts projects. Forecasting reliability is explicitly mentioned as a new evaluation criterion as well as a new incentive for project sponsors whose ridership forecasts and cost estimates remain stable during project development (section 3011(h)(3)). SAFETEA-LU also mandates that FTA submit annual before and after study results and contractor performance reports so that forecasting reliability can be better understood and accounted for in the decision-making process. Responding to the interest in using more reliable information, FTA is considering using two cost-effectiveness calculations: one for the forecast year as is done today and a second calculated for the year of

project opening. FTA could use the simple average or some weighted average of these two cost-effectiveness measures in the evaluation and rating of proposed New Starts projects. Opening year forecasts are routinely produced during planning and project development and are currently submitted as part of the New Starts evaluation and rating process. Therefore, this change would require very little additional effort, yet would provide a much richer account of the cost-effectiveness of these projects and reduce the element of uncertainty inherent in long-range forecasts.

Questions

16. Is it desirable for FTA to attempt to incorporate other measures of effectiveness besides mobility when evaluating cost-effectiveness?
17. If so, what measures might be incorporated and how?
18. How could FTA combine transportation system user benefits measures with economic development measures into a valid measure of cost-effectiveness?

2.2.1.3 Financial Capability

SAFETEA-LU did not make significant changes to the evaluation of financial capability. In order to approve grants or loans under the New Starts program, FTA must find that (A) the proposed project plan provides adequate contingency amounts to cover unanticipated cost increases, (B) that each proposed local funding source is stable, reliable and available when necessary, and (C) that local funding is available to operate, maintain and re-capitalize the proposed projects as well as the rest of the transit system without a reduction in existing services or levels of service. Within this framework, the amendments made by SAFETEA-LU lay out the following factors that FTA is to use to evaluate project sponsor's financial capability:

- The reliability of forecasting methods for costs and ridership,
- Existing grant commitments,
- Degree to which funding sources are dedicated,
- Debt obligations of the project sponsor, and
- Non-New Starts funding share.

While the current manner of evaluating local financial commitment has been relatively satisfactory, FTA is considering changing the way the financial rating factors related to uncertainty are incorporated into the analysis. The evaluation criteria could continue to evaluate and rate the capital funding plan distinct from the operating and maintenance funding plan. As in the past, more weight (currently 50 percent) would be assigned to the capital-funding plan compared to the operating plan (30 percent) and lesser still to the amount of non-New Starts funding (20 percent). These separate factors are then combined into a summary financial rating. The factors that FTA considers to assess agency financial capacity, namely the ability of the project sponsor to absorb funding shortfalls or cost overruns, may be more usefully incorporated as an explicit measure of financial risk.

Consistent with the language in SAFETEA-LU, FTA will not require a non-Federal financial commitment for a project that is more than 20 percent of the net capital project cost. As a result, a proposed project's local financial commitment rating will not be reduced below medium solely based on the fact that a project sponsor requests a New Starts share up to 80%. Non-New Starts funding share remains an evaluation criterion, however, so project sponsors may receive a higher

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rating based on a high non-New Starts share. In addition, FTA may consider the non-New Starts share during the decision to recommend a project for a FFGA. The New Starts share requested for each project remains a concern, since the demand for New Starts funds outstrips the need.

Questions

19. Are there any other ways that FTA could improve the evaluation of financial capability?
20. Should the existing weighting factors user to develop the financial ratings be changed?

2.2.1.4 Reliability of Forecasts

Risk and uncertainty are inherent in project evaluation. The ratings assigned to a project are based on information, assumptions, and forecasts that often include uncertainty in the predictions of eventual project performance. The statutory language makes it clear that the evaluation of New Starts projects is to consider the reliability of the forecasting methods used to estimate costs and ridership. Therefore, in principle, the evaluation framework should include a specific reliability indicator for each evaluation criterion. Some options for incorporating uncertainty are described below.

The uncertainty associated with measures related to the nature and severity of the problem or opportunity could be based on an evaluation of peer projects – projects that have been implemented in similar conditions and their apparent success in addressing similar problems and/or seizing the opportunities that motivated project sponsors.

The uncertainty inherent in measures of project merit could be evaluation based on (1) the current land use and land-use policies, (2) the soundness of forecasting tools and data used to predict ridership and mobility benefits including steps to reduce uncertainty through peer reviews and other quality control procedures, (3) comparisons of ridership forecasts against peer projects – similar projects in similar settings, with particular uncertainty assigned to projects without any peers, and (4) the track record of the project sponsor with benefits forecasts for previous transit projects.

The uncertainty associated with a cost-effectiveness measure would necessarily include the uncertainties in both the project-effectiveness measures and the cost estimates. The effectiveness uncertainties could be quantified with the measures outlined above. The cost uncertainty measures could be based on (1) the soundness of cost-estimating procedures including steps to reduce risk through peer reviews and other quality-control efforts, (2) comparisons of the cost estimates against peer projects, and (3) the track record of the project sponsor with cost estimates for previous transit projects.

A project finance risk measure could be based on apparent availability of non-federal funds and the ability of the financial plan to withstand a specific percentage increase in capital costs of the project. This type of evaluation is currently included within the financial evaluation of New Starts projects, but may be better as a separate measure of financial uncertainty.

Section 5309(d)(4), as amended by SAFETEA-LU, emphasizes that FTA is to find that the proposed project's financial plan provides contingency amounts that are sufficient to cover unanticipated cost increases. Therefore, FTA may increase the attention paid to contingencies

included in project sponsor's financial plans. Recent events have clearly demonstrated that significant year-to-year fluctuation in raw materials prices and labor market conditions can seriously impact the cost of proposed New Starts projects. The industry has recently experienced, in some parts of the country, a single year cost increase of up to 10 percent due to recent raw material price increases and labor market changes. The possibility of such large annual changes in costs has serious implications for financial planning and the usual practice of specifying contingencies. In some cases for projects with small contingencies, one 10 percent inflation event could wipe out an entire contingency budget, leaving no additional contingency funds to absorb other cost or quantity uncertainties. FTA may decide that a more careful accounting of the uncertainties relating to project costs is warranted with corresponding impacts on the amount of contingency funds would be considered adequate; both to ensure sound financial planning, and to respond to the additional emphasis in SAFETEA-LU on the reliability of forecasting methods.

Questions

21. How might FTA incorporate measures of the reliability of forecasts into project evaluation?
22. How should information on the reliability of forecasts be modified or updated as a proposed project advances through project development?
23. How could FTA help to ensure that contingencies adequately reflect the uncertainties in project design, prices, and quantities at each stage of project development?

2.2.2 Development of Project Ratings

SAFETEA-LU specifies that projects are to be rated as high, medium-high, medium, medium-low, and low, based on the analysis of both project merit and financial capability. To receive a funding recommendation, projects should be meritorious and the project sponsors should be financially capable of funding the local project share as well as the operations and maintenance of the entire transit system into the foreseeable future.

Currently for New Starts projects, FTA develops separate ratings for project justification and local financial commitment, and then derives from these component ratings an overall project rating using decision rules. These decision rules ensure that a project does not get a very high or an acceptable rating unless the ratings for both project justification and financial commitment are high or acceptable respectively. FTA plans to propose to use a similar process for rating projects in the upcoming Notice of Proposed Rulemaking for Major Capital Investment Projects.

Because the reliability of forecasts will be an important element in rating New Starts projects, a strategy will be needed to incorporate this factor into the ratings process. It seems clear that each forecast reliability measure ought to be associated as directly as possible with the evaluation measure to which it applies; uncertainties in the cost estimate, for example, ought to affect whichever evaluation criteria rely on measures computed from the cost estimate. A variety of strategies might be used to adjust the rating for each criterion to reflect the forecast reliability measure – including probability weightings and Monte Carlo simulations analogous to those used currently in FTA-sponsored “risk assessments” of the capital cost estimates for New Starts projects. A simpler strategy, however, might be to use the uncertainty indicators to decide the outcome for ratings at the margins: a project rating whose measures produce a result at the

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breakpoint between Medium and Medium-High, for example, might be rated Medium if the associated forecast reliability indicator suggests large uncertainties and Medium-High if the forecast reliability indicator suggests minimal uncertainties.

Questions

24. What weights should FTA apply to each measure?
25. How can the reliability of forecasts measures be used to adjust New Starts project ratings?

2.3 Project Development Procedures

While SAFETEA-LU does not make wholesale changes to the project development process for New Starts, FTA is always considering ways to better implement the New Starts program and improve the information upon which decision are made. Increasingly, projects from sponsors with little or no experience implementing major transit capital investments are being proposed, often resulting in problems during planning and project development. This section describes changes FTA is considering to the procedures project sponsors must use to enter preliminary engineering and final design with the goal of improving the readiness of projects to enter project development and improve the reliability of the information received as part of the New Starts evaluation and rating process. FTA request comments on the following proposed changes.

2.3.0 Local Endorsement of the Financial Plan

SAFETEA-LU amendments to section 5309(d) continue to require that FTA ensure that proposed New Starts projects are supported by an acceptable degree of local financial commitment and resources, including evidence of stable and dependable funding sources to construct, maintain, and operate the major fixed guideway capital investment, as well as the rest of the transit system. In the past, project sponsors have submitted financial plans and supporting documentation that FTA evaluated to determine their reasonableness and degree of commitment of non-Section 5309 New Starts funds commensurate with the phase of project development. Some proposed funding sources, however, may require future action to secure funding, voter approval, concurrence/approval of another agency, or require other future approvals that render them less definite. Before entry into preliminary engineering, FTA has not had a solid basis for determining whether the proposed funding strategies were reasonable and had the support of the parties that were responsible for implementing or providing these funding sources.

To ensure that proposed funding is reasonable and locally supported, FTA is considering whether to require that all proposed sources of funding be specified in the financial plan, and that the sponsoring agency provide a letter endorsing the proposed financial strategies and amounts of the planned funding by those agencies identified as funding sources. Where future state and/or local government action or public referendum is required to establish (and commit) the proposed funding source, a letter of endorsement, or at a minimum a timeframe for implementation, would be required from the appropriate policy- or decision-making body responsible for providing the proposed funding. Such endorsements could help FTA determine the reasonableness of the financial plan and assess the likelihood of success at securing the required funding commitments.

Questions

26. Does the proposed requirement address FTA's desire to enhance the degree of confidence in the likelihood of proposed funding sources to materialize?
27. Do project sponsors foresee any potential problems securing these local endorsements?
28. Are there any other policies or requirements that could enhance FTA's confidence in the funding plans for proposed New Starts projects?

2.3.1 Approval of the Baseline Alternative

Since 1976, FTA has required that the benefits and costs of the proposed New Starts project be assessed versus a baseline alternative defined as the best that can be done without building a new fixed guideway. The purpose of the baseline alternative has been to distill the benefits (and costs) of the proposed New Starts project from the benefits achieved through low-cost improvements such as route realignments, increases in service frequency, park-and-ride lots, signal preemption and other low-cost improvements that could have significant benefits, but which could be achieved without the significant cost of a New Starts project's infrastructure. The baseline alternative has proven to be essential in properly accounting for benefits and costs of New Starts projects and for assuring that the opportunity costs of the proposed investment are accounted for in the evaluation. A secondary benefit is that it allows FTA to evaluate projects fairly. In essence, a consistently defined baseline alternative prevents regions with good existing transit service from being disadvantaged relative to areas with poor existing service in the competition for New Starts funds.

The approval process and baseline definition described in this section reflects FTA policy that has been in effect since the implementation of the previous New Start Rulemaking in December 2000. FTA does not intend to change this policy, but proposes to codify this policy in the upcoming rulemaking for SAFETEA-LU. However, there has been significant confusion over the definition of the baseline alternative and FTA seeks comments on whether the baseline can be more clearly defined. Further, FTA seeks comments on whether there is a way to report on the benefits of the project including the benefits attributable to the difference between the no-build and the baseline alternative, even though these benefits cannot be used in the calculation of the project's cost-effectiveness. The following is brief description of the current policy with respect to the definition and use of the baseline.

The evaluation of proposed New Starts projects involves comparing the effectiveness and cost-effectiveness measures of the proposed project to a baseline. Consistent with past practice and the need for developing reliable information for decision-making, FTA currently requires approval of the baseline alternative prior to a project's approval to enter preliminary engineering. FTA in previous guidance has described a process in which the products of an alternatives analysis that may result in a proposed New Starts project as the locally preferred alternative are reviewed by FTA to ensure that the study will produce the information necessary to evaluate the proposed New Starts project. Without this review, it is possible that the project sponsor will be required to re-do significant portions of the alternatives analysis at significant cost in both time and money. Therefore, FTA is considering documenting our current approach to evaluating and approving the baseline alternative in the upcoming NPRM for New Starts.

Step 1: Review the set of alternatives at the beginning of the alternatives analysis. This review occurs after the alternatives analysis has developed the detailed definitions of the alternatives, but before the technical analysis has begun. At this stage of the alternatives analysis study, information is not sufficient for FTA to approve a New Starts baseline alternative. The FTA action in Step 1 is simply to concur with the alternatives analysis study team that the no-build and Transportation System Management (TSM) alternatives respond to the transportation problems in the corridor, that the policy and land-use setting is unbiased and consistent across the alternatives, and that the alternatives are defined in accordance with good planning practice, and hence, are likely to result in an acceptable New Starts baseline alternative after the technical analysis is complete.

The no-build may be defined in one of the following ways:

- An alternative that incorporates "planned" improvements that are included in the fiscally constrained long-range plan for which need, commitment, financing, and public and political support are identified and are reasonably expected to be implemented.
- A conservative definition that adds only "committed" improvements – typically those in the annual element of the Transportation Improvement Program or local capital programs – together with minor transit service expansions and/or adjustments that reflect a continuation of existing service policies into newly developed areas.

The TSM alternative must be defined as the best that can be done for mobility without constructing a new transit guideway. An acceptable TSM alternative emphasizes transportation system upgrades which may include such elements as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, shortened bus headways, expanded use of articulated buses, reserved bus lanes, contra-flow lanes for buses and High Occupancy Vehicles (HOVs) on freeways, special bus ramps on freeways, expanded park/ride facilities, express and limited-stop service, signalization improvements, and timed-transfer operations.

FTA will concur that the set of alternatives defined at the beginning of alternatives analysis are likely to result in an acceptable New Starts baseline alternative. This concurrence will be in the form of a memo or e-mail from FTA.

Step 2: Alternatives Analysis Sponsor Conducts the Technical Analysis and Finalizes the Alternatives. During the alternatives analysis, the definitions of the alternatives are continually refined as various strategies, system design options, and project elements are tested. The result is a Final Definition of Alternatives and technical planning information about each alternative. The main indicator that confirms a properly defined set of alternatives is the cost-effectiveness of the build vs. TSM, and the TSM vs. the no-build, which can be calculated from the analysis results. Cost-effectiveness can be defined as either cost per new trip or as cost per hour of user benefits. The TSM, by definition, is the most cost-effective alternative relative to the no-build. FTA will review the study results to ensure that the TSM vs. the no-build alternative is more cost-effective than the build vs. the TSM alternative.

Only if an acceptable TSM is impossible to identify will FTA approve the no-build alternative as the New Starts baseline. FTA may concur that a practical TSM alternative cannot be defined in the following cases:

- 1) The no-build alternative contains most of the critical elements of an acceptable TSM alternative. In this case, the TSM alternative and the no-build alternative should be functionally indistinguishable. This happens when the no-build alternative contains significant TSM-type improvements in the corridor (i.e. generally, there is a high level of bus service in the no-build alternative).
- 2) The TSM alternative does not make technical sense. For projects where an existing rail line is being rehabilitated or a single-track facility is being upgraded to double track, no TSM alternative is likely to be significantly better than the no-build.

If either case 1) or 2) is apparent, the project sponsor may present evidence to FTA that the TSM alternative should be discarded and the no-build approved as the baseline.

Step 3: Approve the Baseline Alternative before entry into Preliminary Engineering. If an acceptable baseline alternative was defined during alternatives analysis, FTA will approve the New Starts baseline in conjunction with the approval to enter preliminary engineering.

To make this determination, FTA will review the final alternative definitions as well as the cost-effectiveness measure of the TSM vs. the no-build alternative to ensure that it is less than the cost effectiveness measure for the build alternative vs. the TSM alternative. The TSM alternative will then serve as the New Starts baseline. If the results of the alternatives analysis show that no cost-effective TSM alternative can be defined, FTA may approve the no-build as the New Starts baseline. If the TSM alternative is poorly defined, entry into preliminary engineering will not be granted until a proper TSM alternative is developed to serve as the baseline.

Questions

29. In what ways could FTA describe the baseline alternative more clearly?
30. Should there be a way to report project benefits of the proposed New Starts project compared to no-build alternative outside the cost-effectiveness evaluation?

2.3.2 On-Board Transit Survey

Ridership patterns on the current transit system play two key roles in the development of New Starts projects. First, these patterns represent the function of transit in a metropolitan area today – the geographic markets it serves, the socio-economic characteristics of the riders it carries, the different access modes (walk, park/ride, etc.) it relies on, and so forth. Therefore, data on current ridership patterns inform the description of current transportation problems, the current role of transit in addressing those problems, the identification of reasonable alternatives, and other essential foundations for a solidly made case for a proposed project. Second, current ridership patterns are the basis for checking the accuracy of the travel forecasting methods that will be used to predict future travel times, ridership, and other key evaluation measures. Therefore, data on current ridership patterns are essential to the development of reliable forecasts for transit alternative. Many transit providers conduct ridership surveys on a routine, periodic basis. To

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ensure that decision-making for all proposed projects is based on the best-available information, FTA is considering a requirement that a recent survey of transit riders must be used to inform the technical work completed during alternatives analysis. "Recent" might be defined as within the five years prior to a request to enter preliminary engineering. The technical work informed by the ridership data might include (1) the identification of problems and the purpose and need for action, (2) the selection of reasonable alternatives for detailed analysis, and (3) the validation of ridership forecasting tools.

Questions

31. How "recent" should the on-board survey be to ensure that the information is still valid?
32. Are there cases where an on-board survey less than five-years old could be out of date?
If so, how might FTA be sure of the usefulness of on-board survey information?

2.3.3 Preliminary Engineering Purpose and Exit Criteria

Preliminary engineering is a critical phase of the development of all major new fixed guideway capital projects. The previous definitions which have been stated such as "30% of design completion" or "completion of NEPA" do not provide any standard or expectation of accomplishments to be made in developing the proposed project. FTA intends to define preliminary engineering for proposed New Starts projects in terms of the quality of the information appropriately used for decision-making at the completion of preliminary engineering. Since the completion of preliminary engineering for proposed New Starts projects represents the completion of nearly all the steps needed to make a final decision regarding the actual implementation of the proposed project, the information for making that final decision must be reliable at the conclusion of preliminary engineering.

Accordingly, FTA is considering defining the preliminary engineering phase within the New Starts program as the process of finalizing the project scope, cost, and financial plan such that (1) all environmental impacts are identified and adequate provisions made for their mitigation in accordance with NEPA, (2) all major or critical project elements are designed to the level that no significant unknown impacts relative to their costs will result, and (3) all cost estimating is complete to the level of confidence necessary for the project sponsor to implement the financing strategy, including establishing the maximum dollar amount of the New Starts financial contribution needed to implement the project. The project sponsor must use credible, relevant, identifiable and cost-effective industry or engineering practices that are uniformly and consistently applied in preparing for and making these determinations. It should be understood that this definition does not mean that all design must be completed in preliminary engineering. Rather, the proposed definition means that the cost estimating process would specifically identify the main components of the project and add sufficient contingencies to cover the remaining design and cost uncertainties that will be addressed in final design. FTA is considering publishing in separate guidance a description of the key activities expected to be completed during preliminary engineering with detailed description of the outcomes expected from those engineering design activities. FTA could implement this framework by expanding and improving the type of analysis conducted during the Project Management Oversight process, for determining readiness to enter final design.

Questions

33. Would a clearer definition of the preliminary engineering phase for New Starts projects help project sponsors target resources expended on preliminary engineering in ways that better support the decision-making process for New Starts?
34. How might the Project Management Oversight process be designed to support the higher expectation regarding the results of preliminary engineering?
35. Does this approach significantly increase the cost of preliminary engineering? If so, is that problematic if costs are just shifted from final design?

2.3.4 Project Reaffirmation by the Metropolitan Planning Organization

Before FTA may approve a project for entry into preliminary engineering, the project must be adopted by the regional metropolitan planning organization (MPO) into its fiscally constrained long range transportation plan. Projects approved to initiate preliminary engineering must still complete the National Environmental Policy Act (NEPA) review process which has the potential to alter project scope and/or costs which may, in turn, result in changes to the expected benefits, performance, financial planning strategies of the proposed project. To ensure that the modified project remains in conformance with regional environmental and transportation plans and financial investment strategies, FTA is considering whether to require that the sponsoring agencies submit reaffirmation of adoption of the project in its final configuration and costs into the MPO's long range transportation plan as part of the application to advance the project into final design.

Questions

36. Does the proposed policy of MPO reaffirmation of the proposed project address FTA's goal of ensuring local support for implementing and financing proposed New Starts projects?
37. If FTA implements the previously mentioned Local Endorsement of the Financial Plan, does this separate action become redundant?

2.3.5 New Starts Funding Share Incentives

Section 5309(h)(3) as amended by SAFETEA-LU accords FTA the discretion to provide a higher percentage of New Starts funding than that requested by the project sponsor as an incentive to producing reliable ridership forecasts and cost estimates.

Questions

38. How could FTA implement this provision of SAFETEA-LU?

David B. Horner
Chief Counsel

Date

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A G E N D A

Legislative Committee of the Whole Ramsey County Board of Commissioners

Tuesday, March 14, 2006

Council Chambers
Third Floor, Ramsey County Court House
Immediately following the meeting of the Health Services Committee of the Whole

COMMITTEE MEMBERS:

Commissioner Parker, Chair
Commissioner Carter, Vice-Chair
Commissioner Bennett
Commissioner McDonough
Commissioner Ortega
Commissioner Reinhardt
Commissioner Rettman

CALL TO ORDER

MINUTES from the meeting of the Legislative Committee of the Whole of February 14, 2006, presented for approval.

ADMINISTRATIVE AGENDA

7.1 **COUNTY MANAGER** – Potential State Legislative Support Items – City of Saint Paul Bonding Bill Requests.

Board Action Requested:

- 1) Authorize inclusion of the 2006 State Bonding Bill Requests from the City of Saint Paul in Ramsey County's 2006 State legislative package; and
- 2) Authorize submission of these items to members of the Ramsey County State Legislative Delegation, and authorize County representatives to work with the Legislature and other interested parties to seek the necessary legislation to enact these proposals.

7.2 **COUNTY MANAGER** – Potential State Legislative Support Items – City of Saint Paul 2006 Policy and Budget Items.

Board Action Requested:

- 1) Authorize inclusion of the 2006 Policy and Budget Items from the City of Saint Paul in Ramsey County's 2006 State legislative package; and
- 2) Authorize submission of these items to members of the Ramsey County State Legislative Delegation, and authorize County representatives to work with the Legislature and other interested parties to seek the necessary legislation to enact these proposals.

LEGISLATIVE COMMITTEE OF THE WHOLE

March 14, 2006

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7.3 **COUNTY MANAGER** – Potential State Legislative Support Items – City of Saint Paul Bonding Bill Requests.

Board Action Requested:

- 1) Authorize inclusion of the 2007 Federal Priorities for the 109th Congress, Second Session, from the City of Saint Paul in Ramsey County's 2007 federal legislative package; and
- 2) Authorize submission of these items to members of the Ramsey County Federal Legislative Delegation, and authorize County representatives to work with the Federal Legislative Delegation and other interested parties to seek the necessary legislation to enact these proposals.

7.4 **COUNTY MANAGER** – Potential State Legislative Support Item – Supportive Housing
Board Action Requested:

- 3) Authorize inclusion of the supportive housing item in Ramsey County's 2006 State legislative package; and
- 4) Authorize submission of this item to members of the Ramsey County State Legislative Delegation, and authorize County representatives to work with the Legislature and other interested parties to seek the necessary legislation to enact this proposal.

ADJOURNMENT

Date:

Monday March 20, 2006

Location:

New Hoa Bien Restaurant
1105 University Ave W.
(Northwest corner of
Lexington & University)
Saint Paul, MN 55104

**Time (Each Session will cover
the Same Content):****Morning Session**

7:30 am - 9:30 am

- Check-In 7:30 am - 7:45 am
- Program 7:45am

Evening Session

6:30 pm - 8:30 pm

- Check-In 6:30 pm - 6:45pm
- Program 6:45pm

Transportation:

- Free Parking at restaurant and additional meter parking along University Avenue
- Bus route #16, #50
- For personalized bus route information call: 612-373-3333 or go to: www.metrotransit.org Trip Planner



The Center for Transit Oriented Development (CTOD)
Invites you to a Community Involvement Discussion on Transit
Oriented Development (TOD)

**Learning a Common Language: Creating a Vision for
Transit Oriented Development (TOD)****Proposed Agenda**

- Central Corridor Transportation and Land Use Update
- What is TOD?
- National Models of TOD and Community Involvement
- Panel Discussion on a possible Vision for Central Corridor
- Audience Discussion

Confirmed Guests Include:

Mayor Chris Coleman

Commissioner Toni Carter

Councilmember Debbie Montgomery

Councilmember Jay Benanav

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Oakland, CA 94612
Phone: 510.268.8602
Fax: 510.268.8673
Email: info@reconnectingamerica.org
www.reconnectingamerica.org

Date:

Monday March 20, 2006

Location:

New Hoa Bien Restaurant
1105 University Ave W.
(Northwest corner of
Lexington & University)
Saint Paul, MN 55104

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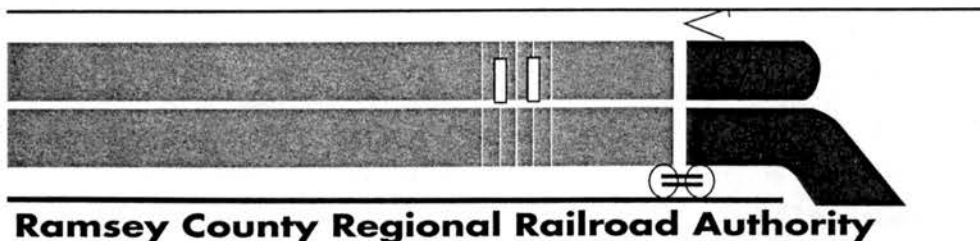
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665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

March 14, 2006

Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, SW
Nassif Building, PL-401
Washington, DC 20590

RE: Docket Number: FTA-2006-23636

On behalf of the Ramsey County Regional Railroad Authority (RCRRA) I am writing to you regarding the Federal Transit Administration (FTA) Notice of Availability of Guidance on New Starts Policies and Procedures (New Starts Guidance) January 19, 2006 at 71 FR 3149. The RCRRA is a public agency that develops rail transit projects that serve Ramsey County and the rest of the Twin Cities region of Minnesota.

The RCRRA appreciates FTA publishing the New Starts Guidance and providing an opportunity for the public to comment prior to the publication of a Notice of Proposed Rulemaking (NPRM) for the changes made to the New Starts program in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Our comments in this letter refer to the specific changes proposed for the FY 2008 New Starts guidance. We look forward to responding to the proposed rulemaking expected this fall.

General Comments

FTA faces a difficult task as it allocates limited resources among many projects with dedicated and committed local sponsors. The cost effectiveness index that has been used to make decisions on projects has the virtue of being a numerical measure. However, it is neither well understood nor easily explainable to the general public. The challenge will be to develop a new approach that reflects the changes required by SAFETEA-LU and is, at least to some degree, quantifiable and explainable.

Many of the provisions in this Guidance seem to move commitment and decision making ever earlier in the project development process and to rely on more FTA staff involvement earlier in the process. This appears to have potential for further delays of what is already a lengthy process.

Chapter 1, Comments related to Improvements to Project Development and Program Management of New Starts Projects – Effective April 30, 2006

1.1 NEPA Interfaces

We concur that a project should progress beyond the NEPA scoping phase before entering preliminary engineering. Identifying reasonable alternatives during the scoping phase should minimize the chance of other alternatives being introduced during preliminary engineering.

The discussion in the guidance seems to link the New Starts criteria to the Alternatives Analysis/Draft Environmental Impact Statement. This would replace the goals and objectives of local policy makers with FTA's New Starts Criteria. The results of the EIS process should not be dependent on FTA's ranking of a project that is based on a variety of factors outside the NEPA process.

1.2 Preservation of Information for Before and After Study

Before and after studies can be a valuable tool for the program. Consideration should be given to including economic development impacts in the before and after study.

1.3 Certification of Technical Methods, Planning Assumptions, and Project Development Procedures

The project sponsor/grantee Chief Executive Officer (CEO) is accountable to FTA and to the local governing body when he/she certifies the tools and techniques have been properly applied. In certifying, the CEO is claiming the travel forecasting model and engineering estimates have been developed per FTA guidelines and that it has been applied per FTA guidelines.

In many cases consultants working on the project are building upon work done by others. In addition, much of this type of work is done by sub-consultants. The certification should remain with the grantee CEO.

1.4 Development of Costs and Ridership Forecasts

Tracking the cost and ridership forecast history of individual projects through the project development phases is useful for Congress and FTA. Most project sponsors already collect this information at the local level.

The concept of providing a higher New Starts share if project costs are no more than 110% of the original PE estimate and ridership no less than 90% of the original PE forecast needs much more discussion. What if scope or other changes occur? Is there a tendency to adjust early project information to potentially benefit from such a program?

1.5 Project Development Agreements (PDA)

This approach may help manage expectations of project sponsors and FTA. Setting milestone objectives and corresponding schedule will assist both parties to advance projects. It should be stressed this should be a mutually developed and agreed plan by both parties. While FTA is considering implementing PDAs on a case by case basis under interim guidance, there may be merit to do so for all projects as they prepare application to proceed into preliminary engineering.

If it is to occur as part of the April 30 guidance, it should only be on a trial basis and involve willing projects. FTA staff time required should not be underestimated and should not come at the expense of other projects.

1.6 New Starts Funding Level Set at Final Design Approval

If FTA plans to cap the Federal funding at the end of PE, urge FTA the definition of preliminary engineering must include far more detail than has been the case. Historically, PE has been understood to be 30% design development. It is unreasonable to expect that fully reliable cost estimates should be based on 30% design detail. This will also add to the cost and time required for PE.

1.7 Possible Rules for Mode-Specific Constants

Where a region operates a mode, it should use local information to develop the ridership model.

Chapter 2, Issues Regarding the Future New Starts Regulation

2.1 Eligibility

FTA should consider a Bus Rapid Transit project operating in a "fixed guideway" where public transit vehicles operate in an exclusive right-of-way. HOV or HOT lanes have their own sources of funding. FTA funding is insufficient to meet current demand without adding a new type of project.

2.2 Project Evaluation and Ratings

We generally support a broader definition of project benefits. This would include economic development impacts and developing some measure of transportation capacity provided.

As noted above, the current cost effectiveness measure is fairly narrow and is difficult to communicate effectively to the public. Consideration should also be given to a project sponsor's past performance delivering previous projects that met forecasts of costs and ridership.

2.2.1 Specific Evaluation Measures

Mobility benefits should include more than just transit user benefits. Additional analysis of quantifiable impacts on land use and economic development are required for them to be meaningful measures.

In addition, definitions of service quality should be developed that might include reliability, customer preference, ease of use, etc.

2.2.1.1 Effectiveness

We support Option 2 which seeks to capture station area economic development impacts. As noted above, we feel that new tools need to be developed to predict the economic impact of the various types of fixed guideway transit investments.

The fact that highway user benefits cannot now be measured isolates a potentially important impact and one that many people would feel is central to the issue.

For most transit projects, the regional environmental impacts are relatively small. Corridor impacts might be more useful to the public.

The cost effectiveness measure is very dependent on the baseline service posited for the corridor. There should be consistency in the type of baseline services required for projects.

Given the variety of projects nationally, it might be useful to have a variety of published statistics for each project such as cost per passenger, cost per mile, cost per new passenger, etc. This would help identify the strengths of various types of projects.

2.2.1.2 Cost-Effectiveness

We do not agree that economic development impacts are already included in the cost effectiveness index. We agree that a quantifiable description of economic development impacts is difficult but there should be information on recent projects that could provide direction.

2.2.1.3 Financial Capability

O & M plans are more detailed than necessary for systems with a long history of consistent performance.

2.2.1.4 Reliability of Forecasts

Adherence to a schedule is probably the best way to avoid project cost overruns. Major national and international events as well as fluctuations in local economies will cause unanticipated changes. The New Starts process needs to reflect those facts.

2.3.0 Local Endorsement of the Financial Plan

The proposed Project Development Agreement (PDA) can be used to lay out time lines. Letters of endorsement and other such requirements simply add time and process without resulting in a real commitment.

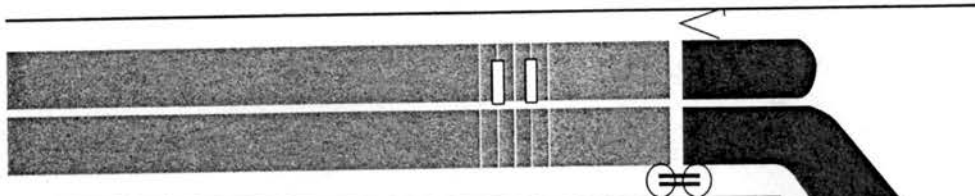
2.3.1 Approval of the Baseline Alternative

There is a tendency to require added baseline service even when existing service is excellent. The baseline service should be consistent with the project sponsor's policies and practices. The relationships between TSM, baseline and no build remain unclear to project sponsors and the public.

Once again, thank you on behalf of the Regional Railroad Authority for the opportunity to comment on these guidelines. We will be happy to provide any additional information if requested.

Sincerely,

Rafael E. Ortega
Chair



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

Ms Angie Taylor
RCRRA
RCGC-West, Suite 665

AGENDA

Regional Railroad Authority Meeting

March 28, 2006

**Immediately following
Legislative Committee of the Whole**

Third Floor Council Chambers Courthouse

1. * Approve minutes from March 14, 2006 meeting.

ADMINISTRATIVE AGENDA

2. * Ratify Partial Payment No. 19 in the amount of \$13,201.95 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for January 2006.
3. * Ratify Partial Payment No. 24 in the amount of \$14,231.71 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for December 2005.

POLICY AGENDA

4. * Legislative Update—Kathy DeSpiegelaere.
 5. * Central Corridor Update—Steve Morris.
 6. New Starts Information—Kathy DeSpiegelaere. - Lay over?
 7. Introduction of Public Communications Manager for the Regional Railroad Authority.
- * Action is requested

Meeting Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on March 14, 2006 in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: Julie Kleinschmidt, David MacMillan, Robert Clarkson, David Twa, Steve Morris, Angie Taylor, Alicia Vap, Mark Voerding, Kathy DeSpiegelaere, Ken Haider, Sarah Psick, Joe Bagnoli

Chair Ortega called the RCRRA meeting to order at 11:35 a.m.

ADMINISTRATIVE AGENDA

1. Approve minutes from February 14, 2006 RCRRA meeting

A motion was made by Commissioner Bennett, seconded by Commissioner McDonough, to approve the minutes from the February 14, 2006 RCRRA meeting.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

2. Ratify Partial Payment No. 2 in the amount of \$88,124.59 to LTK Engineering Services for consulting services on the Union Depot project through December 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Reinhardt, to ratify Partial Payment No. 2 in the amount of \$88,124.59 to LTK Engineering Services for consulting services on the Union Depot project through December 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 professional services of LTK Engineering Services for consulting services on the Union Depot project; and

WHEREAS, LTK Engineering Services has satisfactorily completed portions of the work identified in the referenced agreement, and provided detailed invoice documentation for services and costs accrued through December 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, LTK Engineering Services Invoice No. 3511-002, Partial Payment No. 2 in the amount of \$88,124.59 attachments thereto, provide the correct documentation of payments due LTK Engineering Services through December 2005; Now, Therefore Be It

RESOLVED, Payment to LTK Engineering Services in the amount of \$88,124.59 for services rendered through December 2005 is hereby ratified.

3. Ratify quarterly report of payments for October 1, 2005 to December 31, 2005

A motion was made by Commissioner McDonough, seconded by Commissioner Reinhardt, to ratify the quarterly report of payments for October 1, 2005 to December 31, 2005.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of October 1, 2005 through December 31, 2005 and a record of these disbursements is attached; Now, Therefore, Be It

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

POLICY AGENDA

4. Legislative Update—Kathy DeSpiegelaere

Commissioner Ortega introduced the new legislative consultants from McGrann, Shea law offices Joe Bagnoli, and Sarah Psick.

Mr. Bagnoli discussed a Senate hearing held on Thursday, March 16 about Central Corridor, and noted support at the Capitol but questions regarding funding and timing of funds.

Kathy DeSpiegelaere commented that although the Cost Effectiveness Index (CEI) gets much attention, state funding needs to be in place before the federal share is awarded.

Mr. Bagnoli talked about the Union Depot and its funding; Union Depot has \$50 million in funding and Ramsey County needs to match that funding.

5. Central Corridor Update—Steve Morris

This item was tabled until the March 28, 2006 Ramsey County Regional Railroad Authority meeting.

6. Comments on changes to federal New Starts Requirements—Steve Morris.

Steve Morris discussed the recent opportunity for public comments to the Federal Transit Administration's (FTA) Guidance on New Starts Policies and Procedures. Mr. Morris stated that a draft document had been prepared to respond to FTA and requested RCRRA endorse the comments. Commissioner Ortega noted that the document was received late, with no time to review before the Friday, March 17 deadline. Commissioner Ortega requested that in the future, this type of document be presented much earlier, so the RCRRA has an opportunity to review it.

The meeting adjourned at 12:15 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Oelpiegelare
Authorized Signature

3/22/06
Date

Board Action Requested

Ratify Partial Payment No.19 in the amount of \$13,201.95 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for January 2006.

ACTION IS REQUESTED

Request Justification

See attached information:

1. Proposed resolution
2. Accounts Payable forms and Partial Payment No. 19
3. Metropolitan Council Invoice No. NCV-4582 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 28, 2006
Board Date

Angeline Taylor
Signature

3/23/06
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 January 20, 2006; 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-4528, Partial Payment No. 19, in the amount of \$13,201.95 attachments thereto, provide the correct documentation of payments due Metropolitan Council through January 20, 2006; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$13,201.95 for services rendered through January 20, 2006, 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

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Business Unit: RRA
Voucher ID: 00003635

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 07.Mar.2006
Run Time 12:00:56 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
07.Mar.2006	NCV-4582	27.Feb.2006	0000002054	METROPOLITAN COUNCIL	ONL	LONGHEKR P		07.Mar.2006	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$13,201.95	\$0.00	560 6TH AVE N			MINNEAPOLIS	MN	55411		
Handling	Group ID	Sales Tax	Pckp Ord'r Nbr							
RE	000878	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
1	Professional Service	\$13,201.95	918070001	\$13,201.95		Y	Y	Y	N	RRA	0000000450	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	12501	150180	00000			2003	G205005			\$13,201.95			N
Account Name:		Consulting Services				Department Name:		RCRRA-Proj/Grant						

Payment Comments-Check Stub

Invoice No. NCV-4582(19), dated 2/27/06
Services of Steve Morris and Zan Associates for 12/24/05-1/20/06 on the Central Corridor Phase 2 study

Voucher Comments

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

Authorization

K. Halpern

Date

3/8/06

2

Metropolitan Council - Central Corridor Transit Study - Phase 2

Period of service	Invoice #1 4/4/04-7/31/04	Invoice #2 6/3/04-8/20/04	Invoice #3 8/21/04-9/17/04	Invoice #4 6/1/04-10/29/04	Invoice #5 10/3/04-11/26/04	Invoice #6 1/24/04-12/24/04	Invoice #7 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	\$221,647.47
80% FTA Share	\$35,682.62	\$47,612.23	\$56,491.85	\$79,311.27	\$90,840.88	\$103,270.49	\$117,082.02

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[illegible]

Invoice #16	Invoice #17	Invoice #18	Invoice #19
10/1/05-10/28/05	10/29/05-11/25/05	11/26/05-12/23/05	12/24/06-1/20/06
\$11,099.52	\$11,099.52	\$12,124.71	\$13,201.95
\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00
\$11,099.52	\$11,099.52	\$12,124.71	\$13,201.95
\$0.00	\$0.00	\$0.00	\$0.00
\$11,099.52	\$11,099.52	\$12,124.71	\$13,201.95
\$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
\$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
\$282,165.65	\$293,265.17	\$305,389.88	\$318,591.83
\$85,834.35	\$171,309.83	\$159,185.12	\$145,983.17
\$225,732.52	\$234,612.14	\$244,311.90	\$254,873.46

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 - 0000000450	05/24/2005		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: 9999999999999999

Line-Schd	Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1		Professional Service	1.00	EA	173,000.00	173,000.00	05/24/2005
Schedule Total						173,000.00	

Mfg ID

Item Total 918070001 173,000.00

Central Corridor Phase 2 project consulting services of Steve Morris

Total PO Amount 173,000.00

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

6

INVOICE

Please Remit To:

US Bank
Accounts Receivable
560-6th Avenue North
Minneapolis MN 55411-4398
United States

Page: 1
Invoice No: NCV-4582
Invoice Date: 02/27/2006
Customer Number: RAMREG
Payment Terms: Due 30 dys
Due Date: 03/29/2006

Bill To:

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

AMOUNT DUE: 13,201.95 USD

Amount Remitted



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

Line	Adj	Identifier	Description	Quantity	UOM	Unit Amt	Net Amount
1			CONSULTING SE 9/1/05-10/31/05 Central Corr Metropolitan Council Contract #0P013 Amendment #1 January, 2006 Reimbursement due to Metro Transit for Zan Associates consulting services and Stephen L. Morris salary and fringe benefits per attached detail	3.50	HR	125.00	437.50
2			LOCAL GOV'T A 12/24/05-1/20/06 Fringe Bene	8,509.63	EA	0.50	4,254.82
3			LOCAL GOV'T A 12/24/05-1/20/06 Salary Expe	1.00	EA	8,509.63	8,509.63
SUBTOTAL:							13,201.95
TOTAL AMOUNT DUE :							13,201.95

STANDARD

Original

7

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Desprez
Authorized Signature

3/22/06
Date

Board Action Requested

Ratify Partial Payment No. 24 in the amount of \$14,231.71 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for December 2005

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution
 - 2) Accounts Payable forms and Partial Payment No. 24
 - 3) DMJM+Harris, Inc. Invoice No. 6013313(24) and attachments

Budgeting and Accounting

Mark Johnson

County Attorney

D. Martin

Risk Management

Documentation certified complete for:

March 28, 2006
Board Date

Angeline Taylor
Signature

3/23/06
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 December 23, 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. 6013313, Partial Payment No. 24, in the amount of \$14,231.71 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through December 23, 2005; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$14,231.71 for services rendered through December 23, 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

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Business Unit: RRA
Voucher ID: 00003625

VOUCHER
Purchase Order Voucher

Page No. 2
Run Date 27.Feb.2006
Run Time 3:56:52 PM

Report ID: RMAP19

Payment Comments-Check Stub

Invoice No. 6013313(24), dated 1/25/06
Services on the Central Corridor Phase 2 Study for 11/26/05-12/23/05

Voucher Comments

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

Authorization K. Despregeleau Date 3/8/06

4



Business Unit: RRA
Voucher ID: 00003625

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 27.Feb.2006
Run Time 3:56:52 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
27.Feb.2006	6013313(24)	25.Jan.2006	0000155333	DMJM+HARRIS, INC.	ONL	LONGHEKR	P	27.Feb.2006	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2			Address3	City	State	Zip
A	\$14,231.71	\$0.00	1178 PAYSHERE CIRCLE					CHICAGO	IL	60674
Handling	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000878	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type		
1	Central Corridor Project consu	\$14,231.71		\$14,231.71		Y	Y	Y	N	RRA	0000000384	SC		
Distribution Line Information														
Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	12501	150180	00000			2003	G205005			\$14,231.71			N
Account Name:		Consulting Services				Department Name:		RCRRA-Proj/Grant						

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type		
2	Amendment #1	\$0.00				Y	Y	Y	N	RRA	0000000384	SC		
Distribution Line Information														
Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	12501	150180	00000			2003	G205005			\$0.00			N
Account Name: Consulting Services				Department Name: RCRRA-Proj/Grant										

Ramsey County Purchase Order

CHANGE ORDER - REPRINT

Regional Rail Authority

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

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

Purchase Order	Date	Revision	Page
RRA - 0000000384	04/06/2004	1-12/27/2005	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

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

2 - 1	Amendment #1	1.00	EA	189,990.00	189,990.00	12/27/2005
				Schedule Total	189,990.00	

Mfg ID

Item Total 189,990.00

Total PO Amount 2,089,890.00

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

Unauthorized

5

MEMORANDUM

TO: Lisa Ives, DMJM+Harris
FROM: Kris Longhenry, Ramsey County Regional Railroad Authority
DATE: February 27, 2006
RE: Invoice No. 6013313(24)

This memorandum is to notify you that I have initiated process for payment Invoice No. 6013313(24) in the amount of \$14,231.71. The lockbox address in Chicago should receive this check within two weeks. I am also notifying you of one request after auditing the invoice:

1. Please see that I receive some form of report noting specific dates of work by PB Consult employee labor on the Central Corridor project for this invoice (PB Consult Invoice No. AR 283964). This information was not included in the invoice package, however, I did not hold back payment for PB Consult.

Please call me with any questions at (651) 266-2764 or reply back to me via e-mail at Kris.Longhenry@Co.Ramsey.MN.US. Thank you.

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DW 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
PB Consult Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$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

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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
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$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	\$682,627.60	\$771,419.06	\$870,915.14	\$953,258.97	\$1,002,298.50

Invoice #16	Invoice #17	Invoice #18	Invoice #19	Invoice #20	Invoice #21	Invoice #22	Invoice #23
4/2/2005-4/29/05	4/30/2005-5/27/05	5/28/2005-7/1/05	7/2/05-7/29/05	7/30/05-8/26/05	8/27/05-9/30/05	10/1/05-10/28/05	10/29/05-11/25/05
\$11,100.99	\$5,778.22	\$6,544.86	\$1,556.42	\$1,092.60	\$2,465.16	\$240.40	\$901.50
\$14,986.34	\$7,800.60	\$8,835.56	\$2,101.17	\$1,475.01	\$3,327.97	\$324.54	\$1,217.03
\$26,087.33	\$13,578.82	\$15,380.42	\$3,657.59	\$2,567.61	\$5,793.13	\$564.94	\$2,118.53
\$2,869.61	\$1,493.67	\$1,691.85	\$402.33	\$282.44	\$637.24	\$62.14	\$233.04
\$28,956.93	\$15,072.49	\$17,072.27	\$4,059.92	\$2,850.05	\$6,430.37	\$627.08	\$2,351.56
\$44,429.89	\$18,271.59	\$2,841.43	\$25,542.61	\$22,033.65	\$12,135.28	\$27,796.57	\$16,051.67
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$73,386.82	\$33,344.08	\$19,913.70	\$29,602.53	\$24,883.70	\$18,565.65	\$28,423.65	\$18,403.23
\$3,669.34	\$1,667.20	\$995.68	\$1,480.13	\$1,244.18	\$928.28	\$1,421.18	\$920.16
\$69,717.48	\$31,676.87	\$18,918.02	\$28,122.40	\$23,639.52	\$17,637.37	\$27,002.47	\$17,483.07
\$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
\$4,017.66	\$0.00	\$0.00	\$8,934.28	\$12,574.79	\$0.00	\$506.30	\$1,923.24
\$560.64	\$0.00	\$0.00	\$0.00	\$1,519.41	\$1,096.90	\$0.00	\$914.09
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$36,901.26	\$13,294.49	\$0.00	\$16,428.46	\$7,927.87	\$0.00	\$27,262.78	\$13,214.34
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,890.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,519.41	\$1,096.90	\$0.00	\$914.09
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,519.41	\$1,096.90	\$0.00	\$914.09
0.00%	0.00%	0.00%	0.00%	6.11%	5.91%	0.00%	4.97%
\$14,794.86	\$15,592.42	\$18,654.59	\$4,223.69	\$1,254.17	\$0.00	\$627.08	\$2,351.56
\$14,842.45	\$3,240.99	\$1,244.17	\$0.00	\$1,595.88	\$7,563.33	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$3,767.59	\$0.00	\$0.00	\$8,934.28	\$3,112.28	\$0.00	\$506.30	\$1,923.24
\$560.64	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$36,901.26	\$13,294.49	\$0.00	\$16,428.46	\$7,927.87	\$8,890.00	\$27,262.78	\$13,214.34
\$2,520.02	\$1,216.18	\$14.94	\$16.10	\$11.58	\$1,015.42	\$27.49	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,519.41	\$1,096.90	\$0.00	\$914.09
\$0.00	\$0.00	\$0.00	\$0.00	\$9,462.51	\$0.00	\$0.00	\$0.00
\$1,322,590.61	\$1,354,267.48	\$1,373,185.50	\$1,401,307.91	\$1,424,947.43	\$1,442,584.80	\$1,469,587.27	\$1,487,070.34
\$577,309.39	\$545,632.52	\$526,714.50	\$498,592.09	\$474,952.57	\$457,315.20	\$430,312.73	\$602,819.66
\$1,058,072.49	\$1,083,413.99	\$1,098,548.40	\$1,121,046.33	\$1,139,957.94	\$1,154,067.84	\$1,175,669.81	\$1,189,656.27

Invoice #24
11/26/05-12/23/05
\$420.70
\$567.95
\$988.65
\$108.75
\$1,097.40
\$13,883.35
\$0.00
\$14,980.75
\$749.04
\$14,231.71
\$0.00
\$0.00
\$0.00
\$0.00
\$0.00
\$8,918.01
\$4,950.00
\$0.00
\$0.00
\$0.00
0.00%
\$1,097.40
\$0.00
\$0.00
\$0.00
\$0.00
\$13,868.01
\$15.34
\$0.00
\$0.00
\$1,501,302.05
\$588,587.95
\$1,201,041.64

10

DBE Progress/Project Report

Project #:	46106124.0001	DBE Progress Report #:	21
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:	\$ 380,092.90	Amount Billed to Date:	\$ 1,603,547.70
Total Contract Amount:	\$ 2,089,890.00	Percent Billed to Date:	77%
Contract Dollars Expended:	\$ 1,570,163.73	Payment Claim #:	23
Contract Dollars Remaining:	\$ 519,726.27		

Utilization Goal: 15%
Reporting Period: From November 26, 2005 through December 30, 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	\$112,596.05
Enviroscience	\$143,506.48	\$168,506.00	\$0.00	\$123,206.52
DBE Totals:		\$283,919.00	\$0.00	\$235,802.57
Contract DBE % of Total Current Contracted Amount:				14%
Billed DBE % of Total Contract Amount Billed:				15%

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: <i>M. Pulman for C. Jaig</i>	Date: <i>1/26/06</i>
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.

*Copy mailed to
Pat Calder 2/7/06
KAL.*

DMJM HARRIS | AECOM

PLEASE REMIT TO:
DMJM Harris
1178 Paysphere Circle
Chicago, IL 60674

In Account With:

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

Invoice Date: January 25, 2006
Invoice No.: 6013313(24)
Job No.: 46106124
Customer No.: 3001

Attn: Steven Morris

Re: Central Corridor Project

PROJECT BILLING SUMMARY

FOR SERVICES PERFORMED FROM ~~OCTOBER 29, 2005~~ *November 26, 2005* THROUGH ~~NOVEMBER 26, 2005~~ *December 23, 2005 KAL*

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	\$ 262,801.00	\$1,097.40	\$229,504.73	\$230,602.13	88%				
2	\$ 418,617.74	\$ 358,618.00	\$0.00	\$338,979.64	\$338,979.64	95%				
3	\$ 165,797.16	\$ 165,797.00	\$0.00	\$159,556.16	\$159,556.16	96%				
4	\$ 157,112.30	\$ 157,112.00	\$0.00	\$137,889.99	\$137,889.99	88%				
5	\$ 139,652.59	\$ 199,652.00	\$0.00	\$203,599.03	\$203,599.03	102%				
6	\$ 339,707.59	\$ 398,635.00	\$13,868.01	\$320,097.40	\$333,965.41	84%				
7	\$ 176,108.74	\$ 176,109.00	\$15.34	\$170,766.59	\$170,781.93	97%				
8		\$ 10,000.00	\$0.00	\$6,179.08	\$6,179.08	62%				
9		\$ 22,000.00	\$0.00	\$21,994.33	\$21,994.33	100%				
10		\$ 70,000.00	\$0.00	\$0.00	\$0.00	0%				
11		\$ 269,166.00	\$0.00	\$0.00	\$0.00	0%				
Project Total	\$ 1,709,797.10	\$ 2,089,890.00	\$14,980.75	\$1,588,566.96	\$1,603,547.70	76.7%				\$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	\$ 959,527.00	\$1,112.74	\$715,645.33	\$716,758.07	74.7%				
Enviroscience	\$ 143,506.48	\$ 168,506.00	\$0.00	\$123,206.51	\$123,206.51	73.1%				
Parsons	\$ 130,697.00	\$ 130,697.00	\$0.00	\$130,417.45	\$130,417.45	99.8%				
PB Consult		\$ 25,000.00	\$4,950.00	\$8,890.00	\$13,840.00	55.4%				
Connetics		\$ 20,000.00	\$0.00	\$0.00	\$0.00	0.0%				
Zimmer Gunsul Frasca	\$ 157,112.00	\$ 244,112.00	\$0.00	\$186,604.20	\$186,604.20	76.4%				
Manuel Padron & Assoc.	\$ 108,413.00	\$ 115,413.00	\$0.00	\$112,596.05	\$112,596.05	97.6%				
Anton Lubov & Assoc.	\$ 35,320.00	\$ 35,320.00	\$0.00	\$18,409.26	\$18,409.26	52.1%				
AECOM Consult.	\$ 304,388.00	\$ 391,315.00	\$8,918.01	\$292,798.14	\$301,716.15	77.1%				
Project Total	\$ 1,709,797.10	\$ 2,089,890.00	\$14,980.75	\$1,588,566.95	\$1,603,547.71	93.8%				

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	\$112,596.05	\$112,596.05	7.0%				
Enviroscience	\$ 143,506.48	\$ 168,506.00	\$0.00	\$123,206.51	\$123,206.51	7.7%				
Project Total	\$ 251,919.48	\$ 283,919.00	\$0.00	\$235,802.56	\$235,802.56	14.7%				

OK 

999 Town & Country Road, Orange, California 92868-4786

ORIGINAL

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Invoice Date: January 25, 2006
 Invoice No.: 6013313(24)

DMJM+HARRIS COSTS				
LABOR				
Task #	Person	Hours	Rate	Labor Cost
1	Ives, Lisa	7.0	\$60.10	\$420.70
Subtotal Labor				\$420.70
OVERHEAD				
		Labor	Rate	Total OH
		\$420.70	135.00%	\$567.95
Subtotal Labor + Overhead				\$988.65
FEE				
		Labor&OH	Rate	Total fee
		\$988.65	11%	\$108.75
ODCs				
Task #	Type	Amount		Total ODCs
7	Postage	\$15.34		\$15.34
Total ODCs				\$15.34
DMJM+HARRIS INVOICE TOTAL				
	Total earned			\$1,112.74
	Retainage @ 5%			\$55.64
Total Invoiced Amount				\$1,057.10
SUBCONSULTANT COSTS				
Task #	Firm	Cost		Total Sub Costs
6	PB Consult	\$4,950.00		\$4,950.00
6	AECOM Consult.	\$8,918.01		\$8,918.01
SUBCONSULTANT TOTAL				
	Total earned			\$13,868.01
	Retainage @ 5%			\$693.40
Total Invoiced Amount				\$13,174.61
TOTAL NOW DUE				\$14,231.71

1097.40

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Invoice Date: January 25, 2006
 Invoice No.: 6013313(24)

AECOM CONSULT INC. COSTS Invoice #18				
LABOR				
Task #	Person	Hours	Rate	Labor Cost
6	Woodford, William	6.0	\$108.18	\$649.08
6	Coleman, Patrick	33.0	\$52.25	\$1,724.25
6	Nellisetty, S.	22.0	\$29.93	\$658.46
Subtotal Labor				\$3,031.79
OVERHEAD				
		Labor	Rate	Total OH
		\$3,031.79	165.00%	\$5,002.45
Subtotal Labor + Overhead				\$8,034.24
FEE				
		Labor&OH	Rate	Total fee
		\$8,034.24	11%	\$883.77
ODCs				
Task #	Type	Amount		Total ODCs
Total ODCs				\$0.00
AECOM INVOICE TOTAL				
	Total earned			\$8,918.01
	Retainage @ 5%			\$445.90
Total Invoiced Amount				\$8,472.11

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

3/22/06
Date

Board Action Requested

Legislative Update

ACTION IS REQUESTED

Request Justification

Kathy DeSpiegelaere will present information on legislative issues at March 28, 2006 meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 28, 2006
Board Date

Angelina Taylor
Signature

3/23/06
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Minnesota Congressional delegation has recognized the importance of transit improvements to Minnesota and advocated successfully for funding for the improvements in previous years; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests federal 2007 appropriations for:

(1) Union Depot: Engineering, property acquisition, construction, to facilitate the implementation of the multi modal transit hub.

Amount of request: \$12 million

(2) The Central Corridor request for 2007, previously \$10 million, is being withdrawn. The 2008 Central Corridor federal appropriation request is anticipated to be approximately \$50 million.

Support item: St. Louis County request for Depot renovation in Duluth

Amount of request: \$1.3 million

Support item: Environmental work on the Duluth/St. Paul transit corridor

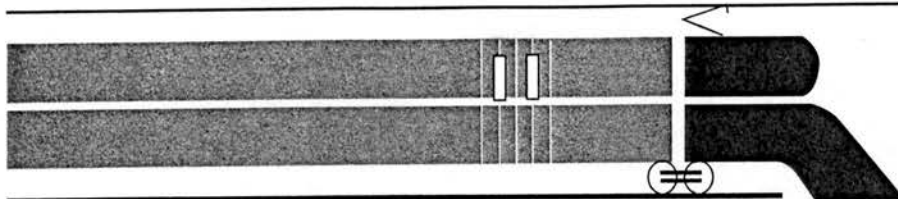
Amount of request: \$1.3 million

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

From: Kathryn DeSpiegelaere, Director *KD*

Subject: State and federal legislative items

Date: March 17, 2006

The Metro Transitways Development Board (MTDB) adopted its state legislative program for 2006. A copy of the program is attached for your information (Attachment 1). A copy of the MTDB federal 2007 appropriations request is also attached (Attachment 2).

The Ramsey County Regional Railroad Authority adopted its federal appropriation request on January 24, 2006 (Attachment 3).

On March 14, Congresswoman Betty McCollum's office requested that a modification be made to the appropriations request. The modification would eliminate the 2007 Central request and increase the 2007 Union Depot request. Commissioner Victoria Reinhardt requested that an estimate be made of the 2008 Central Corridor federal appropriation request, so that needs for that year for Central would be identified. Staff estimates that approximately \$50 million in federal funds will be needed for the Central Corridor for engineering work in 2008.

A revised federal appropriation request resolution has been prepared for your consideration that reflects the new request for 2007 and the potential 2008 needs for Central Corridor.

If you approve this, communication will occur with the Metro Transitways Development Board about the modification to the Union Depot and Central federal 2007 appropriations requests.

Recommendation:

Consider the resolution attached which modifies the previously adopted 2007 federal appropriation request.

Approved: December 7, 2005



More Transit Options
Fewer Highway Hassles

Metro Transitways Development Board 2006 Legislative Proposal:

The Metro Transitways Development Board's (MTDB) vision encompasses a seamless multi-modal transportation system including roadway improvements, better bus service and a system of transitways (LRT, commuter rail and BRT) serving the region. Safe, dependable and fast transportation alternatives must be provided to the people and businesses of the Twin Cities' region and the State of Minnesota. This legislative proposal identifies the region's priorities and calls for the public investment needed successfully meet our transportation needs now and in the future.

2006 TRANSPORTATION AND TRANSIT FUNDING PROPOSAL

2006 Capital Project Priorities

The Metro Transitways Development Board (MTDB) has identified six transitway projects as priorities for the region and selected the Northstar Rail Project as its top priority. MTDB is requesting the 2006 Legislature to authorize bonding in the amount of \$129.5 million (to match federal and local contributions) for the region's priority corridors:

~ Northstar (<i>top priority</i>)	\$60.0 million for local match for full funding grant agreement (FFGA) and construction
~ Central	\$50.0 million for local match, as required by FTA for entry into final design
~ Cedar	\$5.0 million for shoulder improvements, and development and expansion of transit stations
~ Red Rock	\$1.0 million for completion of the environmental documents, station area master planning and corridor mobility
~ Union Depot	\$12.5 million for property acquisition, rehabilitation, planning, environmental and engineering work
~ Rush Line	\$1.0 million for park and ride, park and pool and transit-related capital needs

Constitutional Amendment

The Metro Transitways Development Board supports the proposed constitutional amendment dedicating existing vehicle sales tax revenues to transportation purposes. The voters in the 2006 General Election will consider this amendment. Passage of this amendment would constitutionally guarantee that not more than 60% of all existing motor vehicle sales tax revenue would be spent on highways and not less than 40% for transit. The MTDB opposes any legislative changes to the language of the proposed constitutional amendment.

Transit Taxation and Finance

The MTDB supports: 1) a sales tax exemption on rail rolling stock, construction costs, and rail fuel; and 2) needed adjustments in the transit governance, finance and liability structure.

The MTDB further recommends that: local government contribution to the capital costs of transitway projects should not exceed 10% of the total cost, and regional or state funds should cover 100% of all operation costs of transit.

Transportation Funding

The MTDB supports the AMC Transportation Funding proposal, including a \$0.05 metro wide sales tax, a gas tax increase, license tab fee adjustment and county option wheelage tax. Any transportation package must include adequate funding for transit capital improvements and operations.

The MTDB opposes any reduction in general fund appropriations for transit operating assistance statewide.

Who We Are

The Metro Transitways Development Board is comprised of regional railroad authority representatives from the seven-county metropolitan area.

The Metro Transitways Development Board works to provide a coordinated regional approach to rail and transit development, from policy creation to legislative proposals. Our counties represent an important source of initiative and capital financing for transitway projects. We are also key to coordinating roadway and transit improvements in our communities.

Hennepin County Commissioner Peter McLaughlin chairs the Board. The other members are Anoka County Commissioner Dan Erhart, Ramsey County Commissioner Jim McDonough (secretary), Carver County Commissioner Gary Delaney, Dakota County Commissioner Paul Krause (vice chair), Scott County Commissioner John Ulrich and Washington County Commissioner Myra Peterson.



Metro Transitways Development Board

A Joint Powers Board of Metropolitan Counties

Federal Appropriations Request

Corridor	FY 2007	
	Use	Amount Requested
Northstar	Final design, right-of-way acquisition, vehicle procurement, construction	\$47 M
Central	Parking management and street and signal improvements	\$10 M
Cedar	Preliminary engineering, environmental documentation, construction of short-term transit improvements	\$6 M
Union Depot Multi-Modal Station	Engineering, property acquisition, and construction	\$8 M

Approved: February 1, 2006

5

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: January 24, 2006 No.: R06-09

WHEREAS, The Minnesota Congressional delegation has recognized the importance of transit improvements to Minnesota and advocated successfully for funding for the improvements in previous years; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests federal 2007 appropriations for:

(1) Park/ride/street improvements: Construction of park/ride facilities, or street improvements, to encourage transit ridership along the Central Corridor.

Amount of request: \$10 million

(2) Union Depot: Engineering, property acquisition, construction, to facilitate the implementation of the multi modal transit hub.

Amount of request: \$8 million

Support item: St. Louis County request for Depot renovation in Duluth

Amount of request: \$1.3 million

Support item: Environmental work on the Duluth/St. Paul transit corridor

Amount of request: \$1.3 million

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett			X (absent)
Toni Carter	X		
Jim McDonough	X		
Rafael E. Ortega	X		
Jan Parker	X		
Victoria Reinhardt	X		
Janice Rettman	X		

Rafael E. Ortega, Chair

By: Jan Parker

Tony Bennett, Secretary

Vice Chair

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

3/23/06
Date

Board Action Requested

Central Corridor Update.

ACTION IS REQUESTED

Request Justification

See attached information: 1) Proposed resolution;
2) Memorandum dated March 22, 2006, from Kathy DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 28, 2006
Board Date

Angeline Taylor
Signature

3/23/06
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, An Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) has been completed for the Central Corridor; and

WHEREAS, The Federal Transit Administration (FTA) has stated that they will approve the AA/DEIS for publication and public hearings; and

WHEREAS, The Central Corridor Coordinating Committee will conduct these hearings on the AA/DEIS; and

WHEREAS, The public hearings on the AA/DEIS will further identify issues of importance to the public and public preferences for transit options on the corridor;

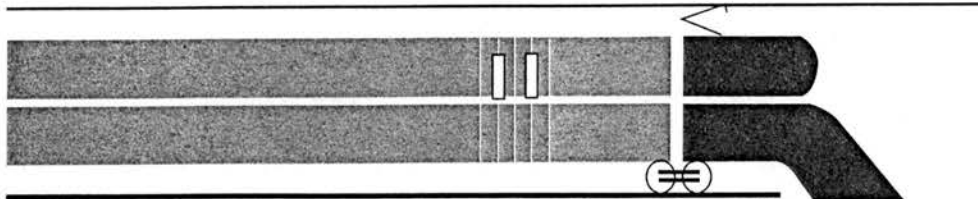
THEREFORE, BE IT RESOLVED, that staff is authorized to set a forty five day comment period and schedule three public hearings for the Central Corridor AA/DEIS upon receipt of formal approval for release of the document from FTA and in accordance with federal regulations.

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: Central Corridor Update

Date: March 22, 2006

The Federal Transit Administration has authorized release of the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). The Federal Transit Administration has also set a schedule for receiving the application from the Metropolitan Council for preliminary engineering for the project, and has requested that the application arrive at their offices before the end of June. The application is required to include the locally preferred alternative information.

The public will be involved in the project throughout its duration, particularly during the preliminary engineering phase when decisions are made on station locations, parking management and construction mitigation, along with many other elements of the project.

For the AA/DEIS phase, there is one required public hearing. The Central Corridor Coordinating Committee requested that there be three hearings, and Ramsey County Regional Railroad Authority is therefore being asked to set three hearings, to be held in May at locations throughout the corridor, yet to be selected.

We will also be doing community outreach, as we have done previously, during this process. At the end of the public comment period, the Central Corridor Coordinating Committee will recommend a locally preferred alternative to the Metropolitan Council. I anticipate that Ramsey County Regional Railroad Authority will adopt a position on the locally preferred alternative during this process. The County, according to state law, will have an opportunity to review and approve preliminary design plans during the course of preliminary engineering for the project.

This opportunity for input centers on the selection of the mode, LRT or BRT. I will also recommend to RCRRA issues that you may wish to have the Metropolitan Council address during the preliminary engineering phase of the project. These will be issues

that Commissioners have discussed during the course of the project development thus far, and others you may suggest.

Action requested:

Please consider the resolution attached which authorizes three public hearings during May on the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Kathy DeSpiegelaere
Authorized Signature

3/22/06
Date

Board Action Requested

New Starts Information.

DISCUSSION ONLY

Request Justification

Kathy DeSpiegelaere will discuss information from the Federal Transit Administration's New Starts work session.

Budgeting and Accounting

County Attorney

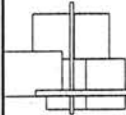
Risk Management

Documentation certified complete for:

March 28, 2006
Board Date

Angeline Taylor
Signature

3/23/06
Date



SAFETEA-LU New Starts/Small Starts Workshop

APTA's Legislative Conference
March 8, 2006

1



Today's Workshop

- FY2007 New Starts Annual Report
- New Starts Project Planning, Development, and Management
- SAFETEA-LU

2

Kathy Despiégelaere

1

New Starts Program

- Over \$1.5 billion annually for "fixed guideway" transit investments
- Current "pipeline:" 20 projects in PE and Final Design
- Total cost of pipeline: >\$26.7 billion, \$13.2 billion in New Starts funding
- FTA tracking >120 planning studies considering major transit capital investments

3

New Starts Projects in Final Design and Preliminary Engineering, FY 2007 Annual Report



4

FY 2007 Evaluation Approach

- No changes in measures used – consistent with FY 2006 approach
 - Transparent evaluation/rating process
 - Continuing focus on project outcomes
 - Project risk assessments to support evaluation information
- Cost effectiveness breakpoints adjusted for inflation – per Spring 2005 cost effectiveness framework announcement
- Eliminates Not Rated designation for projects with unreliable or incorrect data submissions. These projects now receive a Low rating.
- Implements some features of SAFETEA-LU

5

Summary of Overall Project Ratings

FY 2006 Report 29 Projects	FY 2007 Report 20 Projects
■ 2 Highly Recommended ■ 13 Recommended ■ 10 Not Recommended ■ 4 Not Rated	■ 1 High ■ 17 Medium ■ 2 Low ■ 0 Not Rated
----- 4 Removed from FD / PE	----- 12 Removed from FD / PE

6

Projects No Longer in New Starts Report

Twelve proposed New Starts projects (in Preliminary Engineering or Final Design) included in the FY 2006 report are not in the FY 2007 report

- **Discontinued development and/or no longer seeking New Starts funds**
 - El Paso, TX - Starter Line
 - Las Vegas, NV - Resort Corridor Downtown Monorail
 - Los Angeles, CA - Exposition Corridor
 - Orange County, CA - CenterLine LRT
 - South Wasilla - AK Track Realignment
 - Tampa Bay, FL - Regional Rail System
- **Suspended Preliminary Engineering until local project issues can be addressed**
 - Boston, MA - Silver Line Phase III
 - Ft. Collins, CO - Mason Transportation Corridor
 - New Orleans, LA - Desire Streetcar
 - San Jose, CA - Silicon Valley Rapid Transit Corridor
- **Completed without New Starts FFGA**
 - Kansas City, MO - Southtown BRT
- **Revised Project Development**
 - San Diego, CA - Mid-Coast LRT Phase 1 to be combined with Phase two as a single project.

7

Summary of FY 2007 New Starts and Small Starts Budget Recommendations

16 existing FFGAs	\$571.9 M
2 Pending FFGAs	\$355.0 M
5 Proposed FFGAs	\$302.6 M
5 Other Projects	\$101.8 M
Small Starts	\$100.0 M
FTA Oversight/Denali Commission	\$ 34.7 M
& Ferry Projects (AK/HI)	
TOTAL FY07 New / Small Starts	\$1,466 M

8

Pending FFGAs

- Funding recommendations are the proposed levels in the FFGAs as currently drafted.
- Both projects recommended for FFGAs previously, in President's FY 2006 budget.

Location	Project	Total New Starts Share	Total Project Cost	FY 2007 Budget
New York, NY	Long Island Rail Road East Side Access	\$2,632.1 M (34 %)	\$7,779.3 M	\$300 M
Pittsburgh, PA	North Shore LRT Connector	\$217.7 M (55 %)	\$393.0 M	\$55 M

9

Proposed FFGAs

- FTA recommends \$302.6 million for five FFGAs. Each project:

- Is projected to be ready for an FFGA by the end of FY 2007
- Is rated *Medium* or higher
- Has a *Medium* or higher rating for cost-effectiveness, or is exempt by statute and/or Administration decision

Location	Project	Total New Starts Share	Total Project Cost	FY 2007 Budget
Denver, CO	West Corridor LRT	\$290.6 M (49%)	\$593.0 M	\$35.0 M
Portland, OR	South Corridor I-205/Portland Mall LRT	\$334.4 M (60%)	\$557.4 M	\$80.0 M
Washington Co, OR	Wilsonville to Beaverton Commuter Rail	\$58.7 M (50%)	\$117.3 M	\$27.6 M
Dallas, TX	Northwest/Southeast LRT MO	\$700.0 M (50%)	\$1,406.2 M	\$80.0 M
Salt Lake City, UT	Weber County to Salt Lake City Commuter Rail	\$489.3 M (80%)	\$611.7 M	\$80.0 M ¹⁰

Other Projects

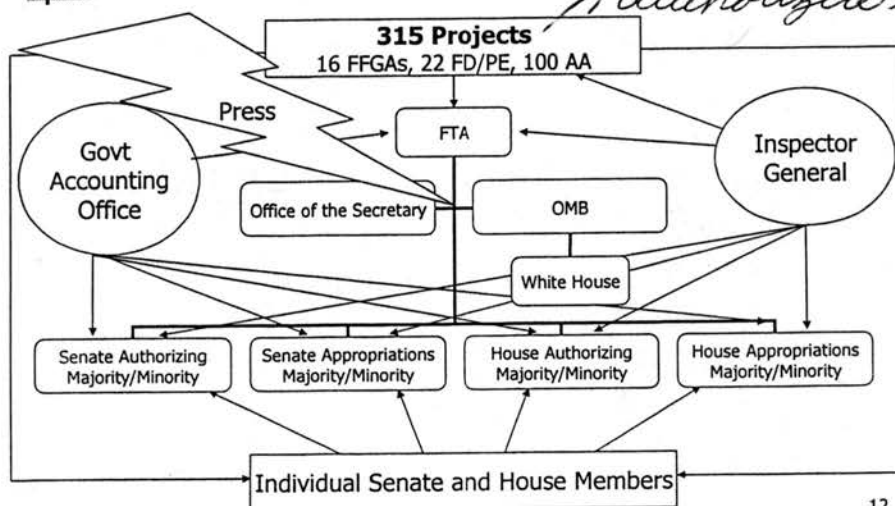
FTA recommends \$101.8 million for five other projects.

- Allows funding for Largo FFGA Amendment required by SAFETEA-LU
- Four other projects are expected to be in Final Design by Spring 2006
- Each project:
 - Rated *Medium* or higher
 - Has a *Medium* or better cost effectiveness rating, or is exempt
 - Is expected to be in FD by Spring 2006 if issues addressed

Location	Project	Rating	Total New Starts Share	Total Project Cost
New York, NY	Second Avenue Subway MOS	Medium	\$1,300.0 M (26%)	\$4,947.8 M
Northern Virginia, VA	Dulles Corridor Metrorail Project-Extension to Wiehle Ave.	Medium	\$920.0 M (50%)	\$1,840.1 M
Norfolk, VA	Norfolk LRT	Medium	\$99.8 M (49%)	\$203.7 M
Seattle, WA	University Link LRT Extension	High	\$700.0 M (41%)	\$1,720.0 M
Largo, MD	Additional 52 Rail Cars Required by SAFETEA-LU	Not Applicable	To Be Determined	To Be Determined

11

The New Starts Environment



12

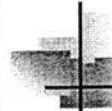


FTA New Starts Program Goal

Fund meritorious projects

- Develop reliable information on project benefits and costs
- Ensure projects treated equitably nationally
- Facilitate communication between FTA, transit industry and Congress

13



How FTA Meets Its Goals

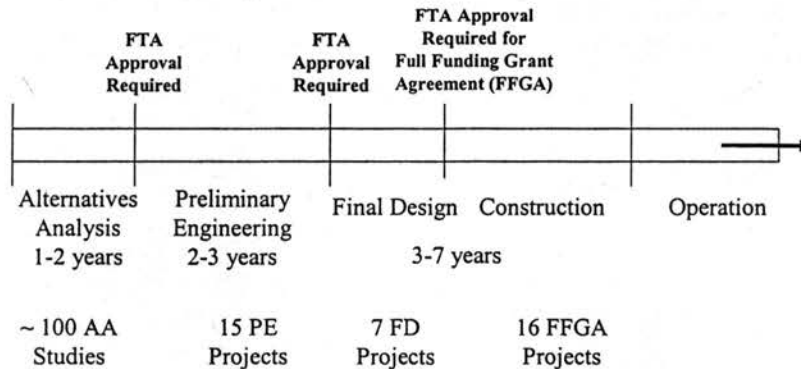
- Sound and rigorous management of the program
- Promote - and assist in - the development of reliable information on costs and benefits
- Transparent evaluation process
- Local decisions, project ratings, and funding recommendations are based on the best information available to both the public and decision-makers

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7⁷

New Starts Process

- Project Development: Typically 6-12 Years



15

Why do we build New Starts projects?

Top 10 Reasons we've heard.....

- Our mayor just went to _____ and loved the _____ they had there.
- We have this great right-of-way just sitting there.....
- People have a negative impression of our bus system.
- If we build it, they will come.
- Our funding lapses if we don't hurry up and build something.

16

Why do we build New Starts projects?

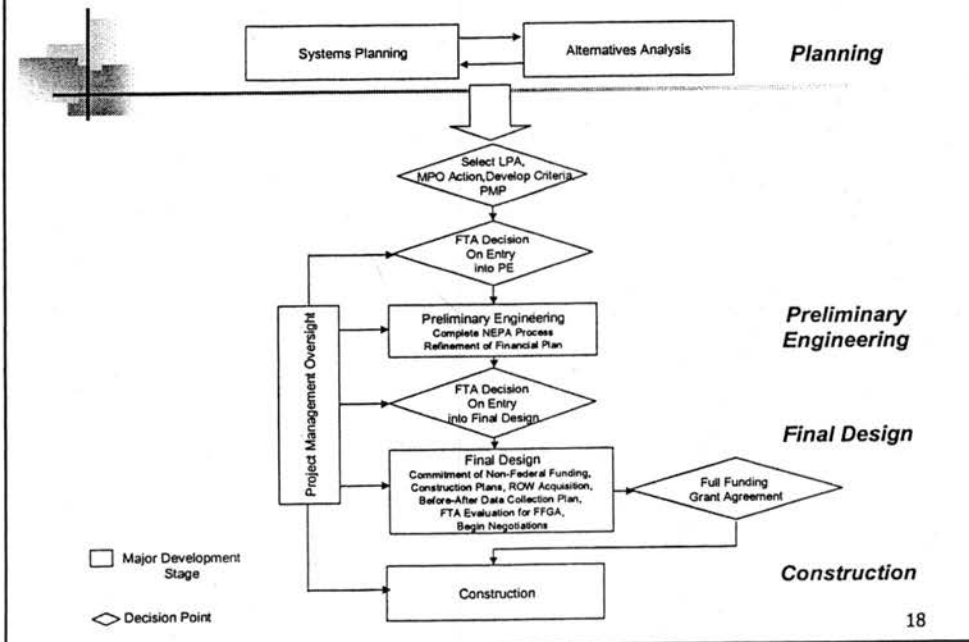
Top 10 Reasons we've heard.....

- Then we can get a professional baseball team!
- How else are people going to get to the airport?
- We are the 2nd fastest growing ____ in the ____.
- Our area/project is really unique. Like, **really** unique.
- When it comes to transit, *size* really does matter.

- Bonus 11th reason!: Significant travel markets in our priority corridor are experiencing declining travel speeds, and our LPA is better than any other alternative in serving these markets, given reasonable funding assumptions

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New Starts Planning and Project Development Process



18

9 9

Key Decisions for Each Phase of Project Development

- Systems planning: priority corridor
- Alternatives analysis: mode and alignment
- Preliminary engineering: final scope/cost, completion of NEPA, financial plan
- Final design: construction documents
- Full Funding Grant Agreement
 - FTA: funding
 - Project sponsor: delivery of the project

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Why Alternatives Analysis Matters

- Sets the context for making informed decisions
- Answers the questions that need answers:
 - Local questions:
 - What do we want to do?
 - What are the benefits?
 - How much does it cost?
 - Where's the money going to come from?
 - How do we make it happen?
 - FTA questions:
 - What's the problem and were all reasonable alternatives considered?
 - How solid is the LPA decision?
 - Were the New Starts criteria developed correctly?
 - How does the project rate?
 - Should FTA fund it?

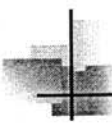
20



Alternatives Happen!

- Political leadership changes
- Cost increases
- Funding decreases
- Opposition to more precise alignments
- Opposition to project on basis of costs compared to benefits

21



New Starts Planning: FTA Lessons Learned

- Good planning = *good decisionmaking*
- Pay attention to the early decisions
- Don't plan to deal with planning issues in PE
- Acknowledge, manage, and minimize risk
- Need for consideration of a wide range of alternatives *with consistent policy assumptions*
- Need to invest in the time and resources to do it right
- FTA should be involved early on and throughout the process
- FTA can add value!

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New Starts Rating Criteria

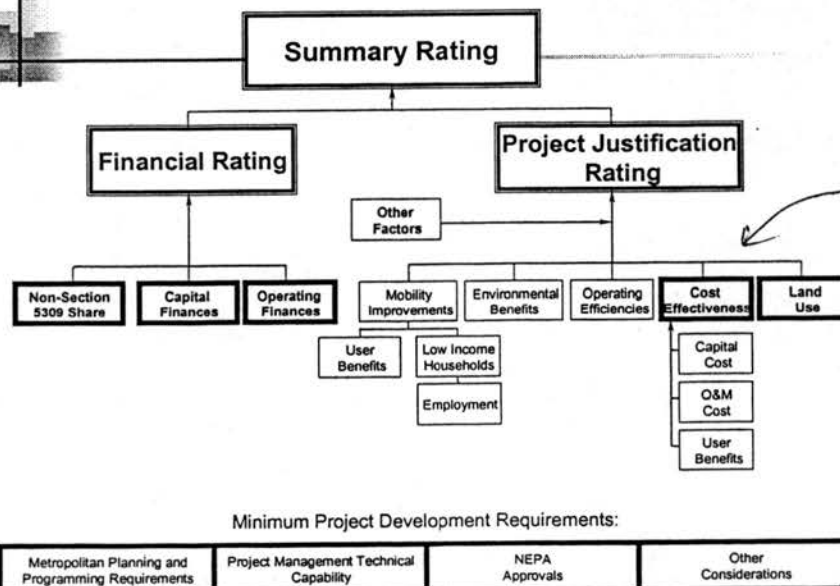
- Mobility improvements
- Environmental benefits
- Operating efficiencies
- Cost effectiveness*
- Land Use*
- Economic Development* (new!)
- Reliability of costs and ridership forecasts*(new!)
- Local financial commitment*
- Other factors* → *CEI based on alternative land use scenario - reported but not part of the formal evaluation process*

* = Small Starts Criteria

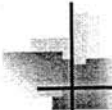
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23

The FTA New Starts Evaluation and Rating Framework



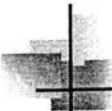
FTA focuses on dark boxes to differentiate projects



New Starts Overall Ratings (new!)

- **High**
 - Project rated at least "medium-high" for both finance and project justification
- **Medium**
 - Project rated at least "medium" for both finance and project justification
- **Low**
 - Project not rated at least "medium" for both finance and project justification

25



Cost Effectiveness Measure

- Cost per unit of benefit:
 - Cost measure: Annualized incremental capital (federal and local) plus annual operating cost
 - Benefit measure: hours of transportation system user benefits

26

Source of Transportation Benefits of New Starts Projects

- Highway Users: benefits from less congestion due to travelers changing from driving to riding on the New Start
- Current transit users: benefits from faster travel times for New Starts project compared to their previous transit mode
- New transit users: benefits from faster travel times for New Starts project

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Calculation of Transportation Benefits of New Starts Projects

- Highway Users: not determined because of serious travel model difficulties in quantifying degree of congestion relief
- Transit users: benefits from faster travel times for New Starts project for all travelers in the region
 - In-vehicle time
 - Walk and wait time
 - Number of transfers
 - Capacity constraints
 - Reliability, comfort, security, branding

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Hours of User Benefits of New Starts Projects

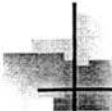
- Elegantly captures all the transportation benefits for New Starts projects
- What transportation benefits are not included?
- Why is the measure perceived as irrelevant, complicated, esoteric?

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Cost-Effectiveness

- Rating Values:
 - Low >\$28 per hour
 - Medium-low \$22 - \$27.99 per hour
 - Medium \$14 - \$21.99 per hour
 - Medium-high \$11 - \$13.99 per hour
 - High < \$10.99 per hour

30



Current Land Use Rating Criteria

- Existing Land Use
- Transit-supportive Plans and Policies
 - Growth Management
 - Transit-supportive Corridor Policies
 - Supportive Zoning Regulations Near Transit Stations
 - Tools to Implement Land Use Policies
- Performance and Impacts of Policies
 - Performance of Land Use Policies
 - Potential Impact of Transit Investment on Regional Land Use
- Other Land Use Considerations

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Local Financial Commitment

- Stability and reliability of capital plan
- Stability and reliability of operating plan
- Non-Section 5309 New Starts share (overmatch)

Key Considerations:

- Demonstrated non-New Starts funding commitments
- Demonstrated financial capacity
- Reasonable cost, revenue, and other assumptions

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Financial Ratings In Project Development

- PE Approval – Reasonable financial plan; Funding sources identified; Good non-federal funding history
- Annual New Starts Evaluation (PE) – Proposed funding sources established; Funds are planned and budgeted; Refined cost estimates
- FD Approval – At least 50 percent of non-5309 New Starts funding committed; Firm cost estimates; Address funding shortfalls
- FFGA – 100% non-New Starts funding committed; Funding shortfalls covered

33

What is a Full Funding Grant Agreement (FFGA) ?

- Formal Agreement signed by FTA and Grantee following detailed review by DOT, OMB and Congress
- Agreement on Project Scope, Budget, and Schedule
- Terms and Conditions of Federal Participation
- Multi-year Funding Commitment (subject to Congressional Appropriations)
- Caps Federal Section 5309 New Starts funds

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Full Funding Grant Agreement

- To receive an FFGA a project must:
 - Be Authorized in Law
 - Complete the Planning, Project Development, and NEPA Processes
 - Meet Project Readiness Requirements (technical capacity, firm and final cost estimate and funding)
 - Receive a "Medium" or higher overall rating
 - Receive a "Medium" or higher cost effectiveness rating
 - Meet all other Federal Requirements

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Additional SAFETEA-LU Directives

- Regulation for "Small Starts" Evaluation and Rating Process
- Policy Guidance on Fixed Guideway Capital Project Review and Evaluation Process and Criteria
- Impact Report on Methodology for Evaluating Land Use and Economic Development Impacts of Non-Fixed Guideway or Partial Fixed Guideway Projects
- Contractor Performance Assessment Report
- Contractor Performance Incentive Report
- Before and After Study Report
- Report on Public Private Partnership Pilot Program

36

Additional SAFETEA-LU Directives (Continued)

- Annual New Starts Report
(Eliminates Requirement for Supplemental Report)
- Continues Annual GAO Review and Report on New Starts Processes and Procedures

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SAFETEA-LU: New Starts

- Ratings – Five Levels (formerly three)
- Criteria
 - “Economic development” new justification criterion
 - Adds reliability of Ridership and Cost Forecasts
- “Before and After” Studies
 - Required by Statute
 - Annual Report Summarizing Results

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SAFETEA-LU: New Starts

- Ridership and Cost Estimate Incentives – Higher match for projects w/estimates within 10% of original forecasts
- Cost Control Incentive – Grantees may keep portion of savings when underruns occur
- Contractor Performance Assessment Report (CPAR) – Reports on consistency and accuracy of cost and ridership estimates; grantees must consult CPAR in selecting contractors
- Alternatives Analysis Funding - New Discretionary (5339) Program / not 5309 New Starts (\$25 million in FY 06)
- Public Private Partnership Pilot Pgm (no separate funds)

39



"Small Starts" Capital Grants

- SAFETEA-LU authorizes \$200 million for the Small Starts program
- President's Budget proposes \$100 million to begin the program
- SAFETEA-LU requires a rulemaking to define Small Starts criteria and evaluation process
 - Advanced Notice of Proposed Rulemaking published January 30, 2006
 - Will begin to implement program with interim guidance
 - Encourages lower cost and flexible projects to address local transportation issues
- Existing projects in pipeline may be eligible

40

"Small Starts" Capital Grants

- New Fixed Guideway Systems/Extension and Bus Corridor Improvements requesting under \$75 million in New Starts Funds and with a total project cost of under \$250 million
- Non-Fixed Guideway Corridor Improvements (e.g., Bus Rapid Transit) allowed under "Small Starts"
- Separate Funding Category beginning FY 07 (\$200 million)
- Rulemaking Required
- Exemption for Projects Under \$25 Million Eliminated
 - After "Small Starts" Rule is Final
 - All projects receiving funding get analyzed and rated

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"Small Starts" Capital Grants

- Ratings - five Levels
- Simplified Criteria
 - Cost Effectiveness: Calculated Based on Estimates at Initiation of Revenue Service
 - Land Use
 - Local Economic Development
 - Financial Commitment: During Project Development Timetable

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21

21

"Small Starts" Capital Grants

- Simplified Process
 - Planning and Alternatives Analysis
 - Project Development
 - Construction
- Simplified "Project Construction Grant Agreement"
 - Scope
 - Cost
 - Schedule
 - Federal Funding Maximum Amount and Schedule
 - Local Funding Sources

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Changes Proposed beginning April 30, 2006

- To be disseminated in *FY 08 New Starts Reporting Instructions*
- For FY 08 Budget; PE/FD Evaluations; and NEPA milestones
- All FY 07 Changes plus.....
 - NEPA/New Starts Interfaces
 - Before and After Study Documentation
 - Expanded Certification of Methods and Assumptions
 - Costs and Ridership Forecasts
 - Project Development Agreements
 - FFGA New Starts Level Set at Final Design Approval
 - Consideration of Rules for Use of Mode-Specific Constants

44

New Starts Funding Level Set at Final Design Approval

- "Place a cap on the FFGA New Starts funding amount at the point of approval to enter final design"
- Rationale
 - Consistent with Congressional intent
 - Clarifies FTA participation in project costs
 - Supports decisionmaking
- Proposed Implementation
 - Formalize current practice

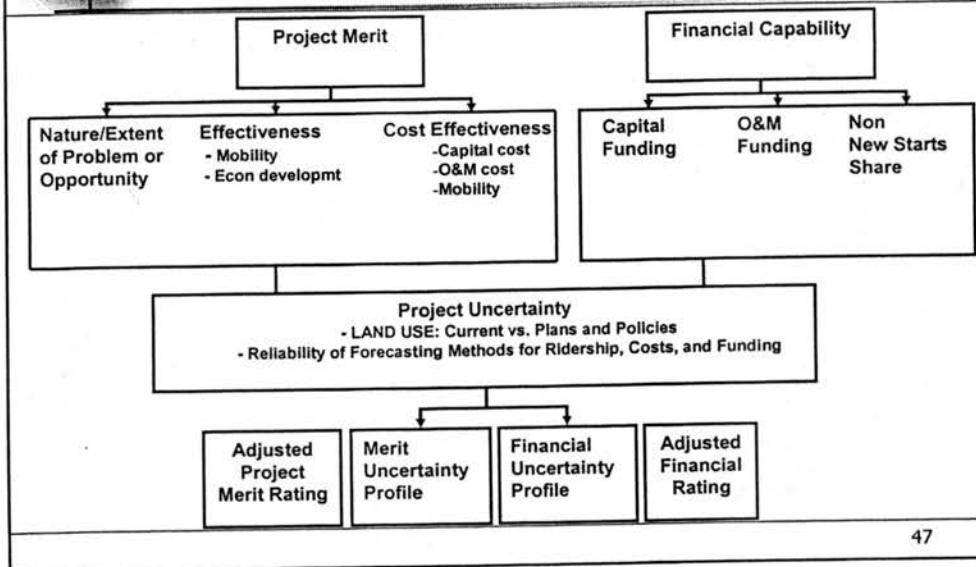
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Guiding Principles for Development of Small Starts and Large Starts Rule

- Evaluation process should accurately reflect the merits of projects
- Requirements should ensure level playing field for all projects
- Requirements should be mode-neutral
- Costs, benefits and impacts should be developed using established methodologies

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Project Evaluation and Ratings - Option 2: Develop New Framework



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Schedule for Rulemaking

- Jan 2006: Publication of the Small Starts ANPRM and Large Starts policy paper
- March 10: Deadline for comments
- September 2006: Issuance of NPRM for small and major starts
- June 2007: Issuance of the final rule

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

REGIONAL RAILROAD AUTHORITY

K. Kaspergallen
Authorized Signature

3/23/06
Date

Board Action Requested

Introduction of Public Communications Manager.

DISCUSSION ONLY

Request Justification

Art Coulson has joined the Ramsey County Regional Railroad Authority as public communications manager. Mr. Coulson will speak about his background at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

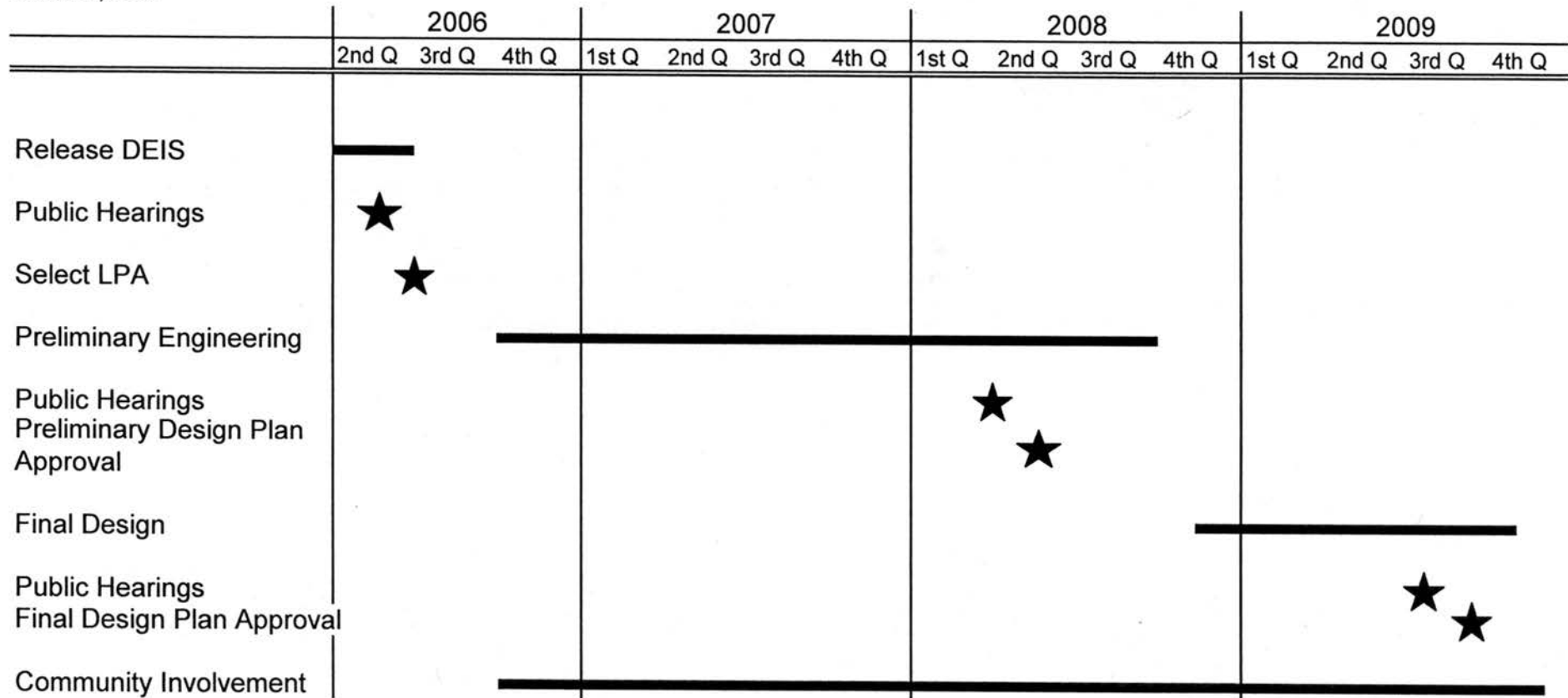
March 28, 2006
Board Date

Angeline Saylor
Signature

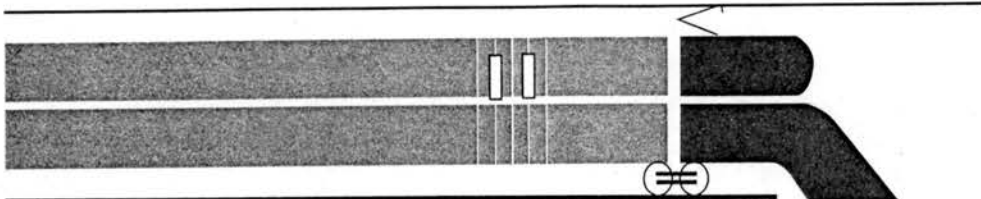
3/23/06
Date

Design Phases

March 20, 2006



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Ramsey County Regional Railroad Authority

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

Ms Angie Taylor
RCRRA
RCGC-West, Suite 665

AGENDA

Regional Railroad Authority Meeting

April 25, 2006

**Immediately following
Health Services Committee of the Whole**

Third Floor Council Chambers Courthouse

1. * Approve minutes from March 28, 2006 meeting.

ADMINISTRATIVE AGENDA

2. * Ratify Partial Payment No. 25 in the amount of \$20,779.94 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for January 2006.
3. * Ratify Partial Payments No. 4 in the amount of \$884.50 and No. 5 in the amount of \$403.50 to Thompson Coburn for legal services on the Union Depot project and Central Corridor Phase 2 study through February 2006.
4. * Ratify Partial Payments No. 11 in the amount of \$2,709.88 and No. 12 in the amount of \$3,954.38 to Tunheim Partners for communication services on the Union Depot project through February 2006.

POLICY AGENDA

5. * Approve lease LNE028 for Gladstone Lumber Mart in Maplewood—Alicia Vap.
6. * Authorize staff to negotiate a contract with DMJM+Harris for Union Depot project coordination services.
7. Corridor updates—Kathy DeSpiegelaere.
- * Action is requested

Meeting Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on March 28, 2006 in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: Connie Catlin, Robert Clarkson, Art Coulson, Kathy DeSpiegelaere, Jo Haberman, Ken Haider, Bonnie Jackelen, David MacMillan, Jane McClure, Steve Morris, Angie Taylor, Alicia Vap

Chair Ortega called the RCRRA meeting to order at 10:37 a.m.

ADMINISTRATIVE AGENDA

1. Approve minutes from March 14, 2006 RCRRA meeting

A motion was made by Commissioner Bennett, seconded by Commissioner McDonough, to approve the minutes from the March 14, 2006 RCRRA meeting.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

2. Ratify Partial Payment No. 19 in the amount of \$13,201.95 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for January 2006

A motion was made by Commissioner Bennett, seconded by Commissioner McDonough, to ratify Partial Payment No. 19 in the amount of \$13,201.95 to Metropolitan Council for professional services on the Central Corridor Phase 2 study for January 2006.

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 January 20, 2006; 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-4528, Partial Payment No. 19, in the amount of \$13,201.95 attachments thereto, provide the correct documentation of payments due Metropolitan Council through January 20, 2006; Now, Therefore Be It

RESOLVED, Payment to Metropolitan Council in the amount of \$13,201.95 for services rendered through January 20, 2006, is hereby ratified.

3. Ratify Partial Payment No. 24 in the amount of \$14,231.71 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for December 2005

A motion was made by Commissioner Bennett, seconded by Commissioner McDonough, to ratify Partial Payment No. 24 in the amount of \$14,231.71 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for December 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 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 December 23, 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. 6013313, Partial Payment No. 24, in the amount of \$14,231.71 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through December 23, 2005; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$14,231.71 for services rendered through December 23, 2005, is hereby ratified.

POLICY AGENDA

4. Legislative Update—Kathy DeSpiegelaere

Kathy DeSpiegelaere discussed the federal appropriations request that was previously passed by the RCRRA, which included \$10 million for Central Corridor and \$8 million for Union Depot. Ms DeSpiegelaere commented that Congresswoman Betty McCollum will seek \$12 million for Union Depot and asked that the Central Corridor request be withdrawn.

Ms DeSpiegelaere noted that a new resolution was drafted with this change and asked RCRRA to consider approving the request.

A motion was made by Commission McDonough, seconded by Commissioner Parker, to approve the revised federal appropriations request as presented.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Minnesota Congressional delegation has recognized the importance of transit improvements to Minnesota and advocated successfully for funding for the improvements in previous years; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests federal 2007 appropriations for:

(1) Union Depot: Engineering, property acquisition, construction, to facilitate the implementation of the multi modal transit hub.

Amount of request: \$12 million

(2) The Central Corridor request for 2007, previously \$10 million, is being withdrawn. The 2008 Central Corridor federal appropriation request is anticipated to be approximately \$50 million.

Support item: St. Louis County request for Depot renovation in Duluth

Amount of request: \$1.3 million

Support item: Environmental work on the Duluth/St. Paul transit corridor

Amount of request: \$1.3 million

5. Central Corridor Update—Steve Morris

Steve Morris reported that the City of St. Paul held two workshops on Transit Oriented Development on March 20, 2006, both of which were well attended. He also noted that on March 21, 2006, the Minnesota House held committee hearings on Central Corridor and Union Depot.

Kathy DeSpiegelaere referred to a meeting with Federal Transit Administration (FTA) representatives. FTA indicated they are prepared to release the Central Corridor Draft Environmental Impact Statement (DEIS); she noted they are still waiting for the formal sign-off and anticipate that happening soon. Ms DeSpiegelaere stated RCRA is now seeking permission to set up three public hearings during a 45 day comment period after FTA officially signs off on the DEIS. Ms DeSpiegelaere also commented that the DEIS document will help determine which transportation mode will go into further study. The modes under consideration include the current bus system, bus rapid transit and light rail transit.

Commissioner Rettman requested clarification regarding the forty-five day comment period. Ms DeSpiegelaere confirmed that the comment period begins after the document has been issued in the Federal Register.

Commissioner Rettman also requested that the language of the resolution be changed from "...three hearings..." to "...at least three hearings..."

Commissioner Carter asked if public comments could be gathered in ways other than the public meetings; Ms DeSpiegelaere commented that receipt of comments in forms other than public meetings is required.

Commissioner Reinhardt requested clarification regarding the use of the words "public hearing" and the implications and responsibilities associated with those words. David MacMillan, Ramsey County

Attorney, noted that it was his understanding that a public hearing requires a list of witnesses and the opportunity for the public to speak. Ms DeSpiegelaere commented that in the past, this type of hearing included a moderator and translators, as well as a sign-in sheet, for the public.

A motion was made by Commissioner McDonough, seconded by Commissioner Parker, to authorize RCRRA staff to set a forty-five day comment period and schedule at least three public hearings for the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement upon receipt of formal approval for release of the document from FTA and in accordance with federal regulations.

Roll call vote was taken:

Ayes – 7, Nays – 0
Motion accepted, as amended.

WHEREAS, An Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) has been completed for the Central Corridor; and

WHEREAS, The Federal Transit Administration (FTA) has stated that they will approve the AA/DEIS for publication and public hearings; and

WHEREAS, The Central Corridor Coordinating Committee will conduct these hearings on the AA/DEIS; and

WHEREAS, The public hearings on the AA/DEIS will further identify issues of importance to the public and public preferences for transit options on the corridor;

THEREFORE, BE IT RESOLVED, that staff is authorized to set a forty five day comment period and schedule at least three public hearings for the Central Corridor AA/DEIS upon receipt of formal approval for release of the document from FTA and in accordance with federal regulations.

6. New Starts Information—Kathy DeSpiegelaere

Kathy DeSpiegelaere talked about her recent attendance at the New Starts Information session hosted by FTA. Ms DeSpiegelaere noted that at the meeting, FTA said they would be looking for the Regional Travel Demand Model much earlier in the process, in the AA/DEIS. Ms DeSpiegelaere also commented that FTA is also looking to see that a project has a significant portion of the non-federal funding in place.

7. Introduction of Public Communications Manager for the Regional Railroad Authority

Kathy DeSpiegelaere introduced Art Coulson, the Ramsey County Regional Railroad Authority's new Public Communications Manager. Mr. Coulson gave a brief history of his background.

The meeting adjourned at 11:08 a.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Desprezelaere
Authorized Signature

4/18/06
Date

Board Action Requested

Ratify Partial Payment No. 25 in the amount of \$20,779.94 to DMJM+Harris, Inc. for consulting services on the Central Corridor Phase 2 study for January 2006.

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution
 - 2) Accounts Payable forms and Partial Payment No. 25
 - 3) DMJM+Harris, Inc. Invoice No. 6014107(25) and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 25, 2006
Board Date

Angeline Taylor
Signature

4/18/06
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 January 27, 2006; 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. 6014107, Partial Payment No. 25, in the amount of \$20,779.94 attachments thereto, provide the correct documentation of payments due DMJM+Harris, Inc. through January 27, 2006; Now, Therefore Be It

RESOLVED, Payment to DMJM+Harris, Inc. in the amount of \$20,779.94 for services rendered through January 27, 2006, 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

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Business Unit: RRA
Voucher ID: 00003673

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 21.Mar.2006
Run Time 1:06:17 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
21.Mar.2006	6014107(25)	10.Feb.2006	0000155333	DMJM+HARRIS, INC.	ONL	LONGHEKR P		21.Mar.2006	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$20,779.94	\$0.00	1178 PAYSHERE CIRCLE			CHICAGO	IL	60674		
Handling	Group ID	Sales Tax	Pckp Ord Nbr							
RE	000885	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
1	Central Corridor Project consu	\$20,779.94		\$20,779.94		Y	Y	Y	N	RRA	0000000384	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	12501	150180	00000			2003	G205005			\$20,779.94			N
Account Name: Consulting Services						Department Name: RCRRA-Proj/Grant								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
2	Amendment #1	\$0.00				Y	Y	Y	N	RRA	0000000384	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	12501	150180	00000			2003	G205005			\$0.00			N
Account Name: Consulting Services						Department Name: RCRRA-Proj/Grant								

W



Business Unit: RRA
Voucher ID: 00003673

VOUCHER
Purchase Order Voucher

Page No. 2
Run Date 21.Mar.2006
Run Time 1:06:17 PM

Report ID: RMAP19

Payment Comments-Check Stub

Invoice No. 6014107(25), dated 2/10/06
Services on the Central Corridor Phase 2 study 12/31/05-1/27/06

Voucher Comments

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

Authorization

K. Dalpierre

Date

3/23/06

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 PAYSHERE CIRCLE
CHICAGO IL 60674
United States

CHANGE ORDER - REPRINT

Purchase Order	Date	Revision	Page
RRA - 0000000384	04/06/2004	1-12/27/2005	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

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
Mfg ID				Schedule Total	1,899,900.00	
Item Total					1,899,900.00	
2 - 1	Amendment #1	1.00	EA	189,990.00	189,990.00	12/27/2005
Mfg ID				Schedule Total	189,990.00	
Item Total					189,990.00	
Total PO Amount					2,089,890.00	

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

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DM 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
PB Consult Inc.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$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
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$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	\$682,627.60	\$771,419.06	\$870,915.14	\$953,258.97	\$1,002,298.50

Invoice #16	Invoice #17	Invoice #18	Invoice #19	Invoice #20	Invoice #21	Invoice #22	Invoice #23
4/2/2005-4/29/05	4/30/2005-5/27/05	5/28/2005-7/1/05	7/2/05-7/29/05	7/30/05-8/26/05	8/27/05-9/30/05	10/1/05-10/28/05	10/29/05-11/25/05
\$11,100.99	\$5,778.22	\$6,544.86	\$1,556.42	\$1,092.60	\$2,465.16	\$240.40	\$901.50
\$14,986.34	\$7,800.60	\$8,835.56	\$2,101.17	\$1,475.01	\$3,327.97	\$324.54	\$1,217.03
\$26,087.33	\$13,578.82	\$15,380.42	\$3,657.59	\$2,567.61	\$5,793.13	\$564.94	\$2,118.53
\$2,869.61	\$1,493.67	\$1,691.85	\$402.33	\$282.44	\$637.24	\$62.14	\$233.04
\$28,956.93	\$15,072.49	\$17,072.27	\$4,059.92	\$2,850.05	\$6,430.37	\$627.08	\$2,351.56
\$44,429.89	\$18,271.59	\$2,841.43	\$25,542.61	\$22,033.65	\$12,135.28	\$27,796.57	\$16,051.67
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$73,386.82	\$33,344.08	\$19,913.70	\$29,602.53	\$24,883.70	\$18,565.65	\$28,423.65	\$18,403.23
\$3,669.34	\$1,667.20	\$995.68	\$1,480.13	\$1,244.18	\$928.28	\$1,421.18	\$920.16
\$69,717.48	\$31,676.87	\$18,918.02	\$28,122.40	\$23,639.52	\$17,637.37	\$27,002.47	\$17,483.07
\$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
\$4,017.66	\$0.00	\$0.00	\$8,934.28	\$12,574.79	\$0.00	\$506.30	\$1,923.24
\$560.64	\$0.00	\$0.00	\$0.00	\$1,519.41	\$1,096.90	\$0.00	\$914.09
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$36,901.26	\$13,294.49	\$0.00	\$16,428.46	\$7,927.87	\$0.00	\$27,262.78	\$13,214.34
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,890.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,519.41	\$1,096.90	\$0.00	\$914.09
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,519.41	\$1,096.90	\$0.00	\$914.09
0.00%	0.00%	0.00%	0.00%	6.11%	5.91%	0.00%	4.97%
\$14,794.86	\$15,592.42	\$18,654.59	\$4,223.69	\$1,254.17	\$0.00	\$627.08	\$2,351.56
\$14,842.45	\$3,240.99	\$1,244.17	\$0.00	\$1,595.88	\$7,563.33	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$3,767.59	\$0.00	\$0.00	\$8,934.28	\$3,112.28	\$0.00	\$506.30	\$1,923.24
\$560.64	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$36,901.26	\$13,294.49	\$0.00	\$16,428.46	\$7,927.87	\$8,890.00	\$27,262.78	\$13,214.34
\$2,520.02	\$1,216.18	\$14.94	\$16.10	\$11.58	\$1,015.42	\$27.49	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$1,519.41	\$1,096.90	\$0.00	\$914.09
\$0.00	\$0.00	\$0.00	\$0.00	\$9,462.51	\$0.00	\$0.00	\$0.00
\$1,322,590.61	\$1,354,267.48	\$1,373,185.50	\$1,401,307.91	\$1,424,947.43	\$1,442,584.80	\$1,469,587.27	\$1,487,070.34
\$577,309.39	\$545,632.52	\$526,714.50	\$498,592.09	\$474,952.57	\$457,315.20	\$430,312.73	\$602,819.66
\$1,058,072.49	\$1,083,413.99	\$1,098,548.40	\$1,121,046.33	\$1,139,957.94	\$1,154,067.84	\$1,175,669.81	\$1,189,656.27

Invoice #24	Invoice #25
11/26/05-12/23/05	12/31/05-1/27/06
\$420.70	\$198.57
\$567.95	\$268.07
\$988.65	\$466.64
\$108.75	\$51.33
\$1,097.40	\$517.97
\$13,883.35	\$21,355.65
\$0.00	\$0.00
\$14,980.75	\$21,873.62
\$749.04	\$1,093.68
\$14,231.71	\$20,779.94
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$8,918.01	\$17,299.48
\$4,950.00	\$3,840.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
0.00%	0.00%
\$1,097.40	\$207.31
\$0.00	\$517.97
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$13,868.01	\$20,139.48
\$15.34	\$8.86
\$0.00	\$0.00
\$0.00	\$0.00
\$1,501,302.05	\$1,522,081.99
\$588,587.95	\$567,808.01
\$1,201,041.64	\$1,217,665.59

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DMJM HARRIS | AECOM

PLEASE REMIT TO:
DMJM Harris
1178 Paysphere Circle
Chicago, IL 60674

Contract With:

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

Invoice Date: February 10, 2006
Invoice No.: 6014107(25)
Job No.: 46106124
Customer No.: 3001

Attn: Steven Morris

Re: Central Corridor Project

PROJECT BILLING SUMMARY

FOR SERVICES PERFORMED FROM DECEMBER 31, 2005 THROUGH JANUARY 27, 2006

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	\$ 262,801.00	\$207.31	\$230,602.13	\$230,809.44	88%				
2	\$ 418,617.74	\$ 358,618.00	\$517.97	\$338,979.64	\$339,497.61	95%				
3	\$ 165,797.16	\$ 165,797.00	\$0.00	\$159,556.16	\$159,556.16	96%				
4	\$ 157,112.30	\$ 157,112.00	\$37.88	\$137,889.99	\$137,927.87	88%				
5	\$ 139,652.59	\$ 199,652.00	\$0.00	\$203,599.03	\$203,599.03	102%				
6	\$ 339,707.59	\$ 398,635.00	\$21,145.08	\$333,965.41	\$355,110.50	89%				
7	\$ 176,108.74	\$ 176,109.00	\$8.86	\$170,781.93	\$170,790.79	97%				
8		\$ 10,000.00	\$0.00	\$6,179.08	\$6,179.08	62%				
9		\$ 22,000.00	\$0.00	\$21,994.33	\$21,994.33	100%				
10		\$ 70,000.00	\$0.00	\$0.00	\$0.00	0%				
11		\$ 269,166.00	\$0.00	\$0.00	\$0.00	0%				
Project Total	\$ 1,709,797.10	\$ 2,089,890.00	\$21,917.10	\$1,603,547.70	\$1,625,464.80	77.8%				\$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	\$ 959,527.00	\$734.14	\$716,758.07	\$717,492.21	74.8%				
Enviroscience	\$ 143,506.48	\$ 168,506.00	\$0.00	\$123,206.51	\$123,206.51	73.1%				
Parsons	\$ 130,697.00	\$ 130,697.00	\$0.00	\$130,417.45	\$130,417.45	99.8%				
PB Consult		\$ 25,000.00	\$3,845.60	\$13,840.00	\$17,685.60	70.7%				
Connetics		\$ 20,000.00	\$0.00	\$0.00	\$0.00	0.0%				
Zimmer Gunsul Frasca	\$ 157,112.00	\$ 244,112.00	\$37.88	\$186,604.20	\$186,642.08	76.5%				
Manuel Padron & Assoc.	\$ 108,413.00	\$ 115,413.00	\$0.00	\$112,596.05	\$112,596.05	97.6%				
Anton Lubov & Assoc.	\$ 35,320.00	\$ 35,320.00	\$0.00	\$18,409.26	\$18,409.26	52.1%				
AECOM Consult.	\$ 304,388.00	\$ 391,315.00	\$17,299.48	\$301,716.15	\$319,015.64	81.5%				
Project Total	\$ 1,709,797.10	\$ 2,089,890.00	\$21,917.10	\$1,603,547.70	\$1,625,464.81	95.1%				

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	\$112,596.05	\$112,596.05	6.9%				
Enviroscience	\$ 143,506.48	\$ 168,506.00	\$0.00	\$123,206.51	\$123,206.51	7.6%				
Project Total	\$ 251,919.48	\$ 283,919.00	\$0.00	\$235,802.56	\$235,802.56	14.5%				

OK

999 Town & Country Road, Orange, California 92868-4786

ORIGINAL

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Invoice Date: February 10, 2006
 Invoice No.: 6014107(25)

DMJM+HARRIS COSTS				
LABOR				
Task #	Person	Hours	Rate	Labor Cost
✓ 2	Fuller, Hugh	3.0	\$66.19	\$198.57
Subtotal Labor				\$198.57
OVERHEAD				
		Labor	Rate	Total OH
		\$198.57	135.00%	\$268.07
Subtotal Labor + Overhead				\$466.64
FEE				
		Labor&OH	Rate	Total fee
		\$466.64	11%	\$51.33
ODCs				
Task #	Type	Amount		Total ODCs
✓ 1	Travel (Ives)	\$207.31		\$207.31
✓ 7	Postage	\$8.86		\$8.86
Total ODCs				\$216.17
DMJM+HARRIS INVOICE TOTAL				
	Total earned			\$734.14
	Retainage @ 5%			\$36.71
Total Invoiced Amount				\$697.43
SUBCONSULTANT COSTS				
Task #	Firm	Cost		Total Sub Costs
6	PB Consult	\$3,845.60		\$3,845.60
4	Zimmer Gunsul Frasca	\$37.88		\$37.88
✓ 6	AECOM Consult.	\$17,299.48		\$17,299.48
SUBCONSULTANT TOTAL				
	Total earned			\$21,182.96
	Retainage @ 5%			\$1,059.15
Total Invoiced Amount				\$20,123.82
TOTAL NOW DUE				\$20,821.25

517.97

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. D. Spiegelauer
Authorized Signature

4/18/06
Date

Board Action Requested

Ratify Partial Payments No. 4 in the amount of \$884.50 and No. 5 in the amount of \$403.50 to Thompson Coburn for legal services on the Union Depot project and Central Corridor Transit project through February 2006.

ACTION IS REQUESTED

Request Justification

See attached information:

- 1) Proposed resolution ratifying payments
- 2) Accounts Payable forms and Partial Payments Nos. 4 and 5
- 3) Thompson Coburn Invoice Nos. 1034550, 1038672 and attachments

Budgeting and Accounting

Mark Johnson

County Attorney

Wilma M. Malt

Risk Management

Documentation certified complete for:

April 25, 2006

Board Date

Angeline Taylor

Signature

4/18/06

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for professional services of Thompson Coburn for legal services on the Union Depot project and the Central Corridor transit project; and

WHEREAS, Thompson Coburn has satisfactorily completed portions of the work identified in the referenced agreement, and provided detailed invoice documentation for services and costs accrued through February 2006; 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, Thompson Coburn Invoice No. 1034550, Partial Payment No. 4 in the amount of \$884.50 and Invoice No. 1038672, Partial Payment No. 5 in the amount of \$403.50 attachments thereto, provide the correct documentation of payments due Thompson Coburn through February 2006; Now, Therefore Be It

RESOLVED, Payment to Thompson Coburn in the amount of \$1,288.00 for services rendered through February 2006 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

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Business Unit: RRA
Voucher ID: 00003652

VOUCHER
Purchase Order Voucher

Page No.
Run Date 13.Mar.2006
Run Time 3:41:30 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
13.Mar.2006	1034550	09.Feb.2006	0000154904	THOMPSON,COBURN	ONL	LONGHEKR P		13.Mar.2006	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$884.50	\$0.00	P.O. BOX 18379M			ST. LOUIS	MO	63195		
Handling	Group ID	Sales Tax	Pckp Ord'r Nbr							
RE	000883	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
1	Legal assistance - UD/Central	\$884.50	918070001	\$884.50		Y	Y	Y	Y	RRA	0000000484	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	12501	150101	00000				2005			\$884.50			N

Account Name: Consulting Services

Department Name: Ramsey Co Reg Rail Auth-RCRRA

Payment Comments-Check Stub

Invoice No. 1034550, dated 2/9/06
Services of Ed Gill Jr. for legal services on the Union Depot study for January 2006

Voucher Comments

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

Authorization

K. Desjardins

Date 3/17/06

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Thompson Coburn Invoices

Period of service	Invoice #1 October-05	Invoice #2 November-05	Invoice #3 December-05	Invoice #4 January-06
LABOR	\$1,041.26	\$2,414.90	\$213.50	\$884.50
DIRECT COSTS	\$0.00	\$0.00	\$0.00	\$0.00
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$1,041.26	\$2,414.90	\$213.50	\$884.50
NET PAY INVOICE	\$1,041.26	\$2,414.90	\$213.50	\$884.50
Direct Costs:				

Total Direct Costs	\$0.00	\$0.00	\$0.00	\$0.00
Amount spent on contract	\$1,041.26	\$3,456.16	\$3,669.66	\$4,554.16
Balance of contract	\$48,958.74	\$46,543.84	\$46,330.34	\$45,445.84

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Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000154904
THOMPSON, COBURN
P.O. BOX 18379M
ST. LOUIS MO 63195
United States

Purchase Order	Date	Revision	Page
RRA - 0000000484	10/10/2005		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	Legal assistance - UD/Central Corridor	1.00	EA	50,000.00	50,000.00	10/10/2005
Mfg ID					Schedule Total	50,000.00
Item Total 918070001						50,000.00

Legal assistance on the Union Depot and Central Corridor 9/20/05-12/31/06

Total PO Amount 50,000.00

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

THOMPSON COBURN

*Thompson Coburn LLP
Attorneys at Law*

Suite 600
1909 K Street, N.W.
Washington, D.C. 20006-1167
202-585-6900
FAX 202-585-6969
www.thompsoncoburn.com

February 9, 2006

Edward J. Gill, Jr.
202-585-6927
EMAIL egill@thompsoncoburn.com

Ramsey County Regional Railroad Authority
Attn: Kathryn DeSpiegelaere
665 Ramsey County Government
Center West
50 W Kellogg Boulevard
St. Paul, MN 55102

Dear Kathy:

Enclosed please find a statement for services rendered through January 31, 2006.

Should you have any questions, please do not hesitate to give me a call.

Very truly yours,

Thompson Coburn LLP

By 

Edward J. Gill, Jr.

EJG/ps

Enclosure

THOMPSON COBURN

Thompson Coburn LLP
Attorneys at Law

February 9, 2006
Invoice #1034550

Ramsey County Regional Railroad Authority
Attn: Kathryn DeSpiegelaere
665 Ramsey County Government
Center West
50 W Kellogg Boulevard
St. Paul, Minnesota 55102

Remit To:
P.O. Box 18379M
St. Louis, Missouri 63195

Wire Transfer Instructions:
Account Name: Thompson Coburn LLP
Bank: U.S. Bank
ABA/Routing Number: 081000210
Account Number: 1000606952
Reference invoice number(s) on wire.

Direct Correspondence To:
1909 K Street, N.W., Suite 600
Washington, D.C. 20006-1167
202-585-6900

EIN 43-0666662

For Legal Services Rendered in Connection With:

St. Paul Union Depot Project
TC File: 45173 / 46347

01/03/06	E. Gill Jr.	0.4	Draft e-mails re contract authority/obligation limitation
01/05/06	E. Gill Jr.	0.5	Attention to materials and e-mails re rescission
01/06/06	E. Gill Jr.	0.1	Attention to materials re appropriations
01/12/06	E. Gill Jr.	0.1	Telephone call re FHWA appropriation
01/19/06	E. Gill Jr.	0.1	Telephone call with K. DeSpiegelaere
01/22/06	E. Gill Jr.	0.5	Draft memorandum re conflict of interest
01/26/06	E. Gill Jr.	0.3	Attention to organizational conflict of interest issue
01/30/06	E. Gill Jr.	0.1	Telephone call with B. Williams
01/31/06	E. Gill Jr.	0.8	Attention to recession issue

TOTAL HOURS

2.90

SUBTOTAL FOR SERVICES

\$884.50

TIME SUMMARY BY TIMEKEEPER

Timekeeper	Hours Worked	Billed Per Hour	Bill Amount
E. Gill Jr.	2.90	305.00	884.50
Total All Timekeepers	2.90	305.00	884.50

TOTAL DUE

\$884.50

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Business Unit: RRA
Voucher ID: 00003656

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 14.Mar.2006
Run Time 1:56:20 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
14.Mar.2006	1038672/1038673	08.Mar.2006	0000154904	THOMPSON,COBURN	ONL	LONGHEKR P		14.Mar.2006	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$403.50	\$0.00	P.O. BOX 18379M			ST. LOUIS	MO	63195		
Handling	Group ID	Sales Tax	Pckp Ord Nbr							
RE	000883	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S U F 1099	PO Business Unit	PO Id	PO Type
1	Legal assistance - UD/Central	\$403.50	918070001	\$403.50		Y Y Y Y	RRA	0000000484	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fid	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	12501	150101	00000				2005			\$403.50			N

Account Name: Consulting Services

Department Name: Ramsey Co Reg Rail Auth-RCRRA

Payment Comments-Check Stub

Inv No. 1038672, dated 3/8/06 - \$220.50 - Services of Ed Gill Jr. and C. Osborn-Bensaada on the Union Depot study for February 2006; Inv No. 1038673, dated 3/8/06 - \$183.00 - Services of Ed Gill Jr. on the Central Corridor Phase 2 study for February 2006

Voucher Comments

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

Authorization

K. Desjardins

Date 3/17/06

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Thompson Coburn Invoices

Period of service	Invoice #1 October-05	Invoice #2 November-05	Invoice #3 December-05	Invoice #4 January-06	Invoice #5 February-06
LABOR	\$1,041.26	\$2,414.90	\$213.50	\$884.50	\$403.50
DIRECT COSTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$1,041.26	\$2,414.90	\$213.50	\$884.50	\$403.50
NET PAY INVOICE	\$1,041.26	\$2,414.90	\$213.50	\$884.50	\$403.50
Direct Costs:					

Total Direct Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Amount spent on contract	\$1,041.26	\$3,456.16	\$3,669.66	\$4,554.16	\$4,957.66
Balance of contract	\$48,958.74	\$46,543.84	\$46,330.34	\$45,445.84	\$45,042.34

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Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000154904
THOMPSON, COBURN
P.O. BOX 18379M
ST. LOUIS MO 63195
United States

Purchase Order	Date	Revision	Page
RRA - 0000000484	10/10/2005		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	Legal assistance - UD/Central Corridor	1.00	EA	50,000.00	50,000.00	10/10/2005
Schedule Total					50,000.00	

Mfg ID

Item Total 918070001 50,000.00

Legal assistance on the Union Depot and Central Corridor 9/20/05-12/31/06

Total PO Amount 50,000.00

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

Unauthorized

11

THOMPSON COBURN

Thompson Coburn LLP
Attorneys at Law

Suite 600
1909 K Street, N.W.
Washington, D.C. 20006-1167
202-585-6900
FAX 202-585-6969
www.thompsoncoburn.com

March 8, 2006

Edward J. Gill, Jr.
202-585-6927
EMAIL egill@
thompsoncoburn.com

Ramsey County Regional Railroad Authority
Attn: Kathryn DeSpiegelaere
665 Ramsey County Government
Center West
50 W Kellogg Boulevard
St. Paul, MN 55102

Dear Kathy:

Enclosed please find statements for services rendered through February 28, 2006.

Should you have any questions, please do not hesitate to give me a call.

Very truly yours,

Thompson Coburn LLP



By
Edward J. Gill, Jr.

EJG/ps

Enclosure

*Good Seeing You!
I think we got good news.*

THOMPSON COBURN

Thompson Coburn LLP
Attorneys at Law

March 8, 2006
Invoice #1038673

Ramsey County Regional Railroad Authority
Attn: Kathryn DeSpiegelaere
665 Ramsey County Government
Center West
50 W Kellogg Boulevard
St. Paul, Minnesota 55102

Remit To:
P.O. Box 18379M
St. Louis, Missouri 63195

Wire Transfer Instructions:
Account Name: Thompson Coburn LLP
Bank: U.S. Bank
ABA/Routing Number: 081000210
Account Number: 1000606952
Reference invoice number(s) on wire.

Direct Correspondence To:
1909 K Street, N.W., Suite 600
Washington, D.C. 20006-1167
202-585-6900

EIN 43-0666662

For Legal Services Rendered in Connection With:

Central Corridor
TC File: 45173 / 57254

02/13/06	E. Gill Jr.	0.5	Attention to materials re revised New Starts process
02/27/06	E. Gill Jr.	0.1	Attention to FTA meeting

TOTAL HOURS 0.60

SUBTOTAL FOR SERVICES \$183.00

TIME SUMMARY BY TIMEKEEPER

Timekeeper	Hours Worked	Billed Per Hour	Bill Amount
E. Gill Jr.	0.60	305.00	183.00
Total All Timekeepers	0.60	305.00	183.00

TOTAL DUE \$183.00

13

THOMPSON COBURN

Thompson Coburn LLP
Attorneys at Law

March 8, 2006
Invoice #1038672

Ramsey County Regional Railroad Authority
Attn: Kathryn DeSpiegelaere
665 Ramsey County Government
Center West
50 W Kellogg Boulevard
St. Paul, Minnesota 55102

Remit To:
P.O. Box 18379M
St. Louis, Missouri 63195

Wire Transfer Instructions:
Account Name: Thompson Coburn LLP
Bank: U.S. Bank
ABA/Routing Number: 081000210
Account Number: 1000606952
Reference invoice number(s) on wire.

Direct Correspondence To:
1909 K Street, N.W., Suite 600
Washington, D.C. 20006-1167
202-585-6900

EIN 43-0666662

for Legal Services Rendered in Connection With:

St. Paul Union Depot Project
C File: 45173 / 46347

1/31/06	C. Osborn-Bensaada	0.3	Research re impact of budget rescission on SAFETEA-LU projects
2/02/06	E. Gill Jr.	0.1	Telephone call with B. Williams
2/21/06	E. Gill Jr.	0.5	Attention to materials explaining funding of projects under new legislation

TOTAL HOURS

0.90

SUBTOTAL FOR SERVICES

\$220.50

TIME SUMMARY BY TIMEKEEPER

Timekeeper	Hours Worked	Billed Per Hour	Bill Amount
E. Gill Jr.	0.60	305.00	183.00
C. Osborn-Bensaada	0.30	125.00	37.50
Total All Timekeepers	0.90	245.00	220.50

TOTAL DUE

\$220.50

14

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Dalpierre
Authorized Signature

4/18/06
Date

Board Action Requested

Ratify Partial Payments No. 11 in the amount of \$2,709.88 and No. 12 in the amount of \$3,954.38 to Tunheim Partners for communication services on the Union Depot project through February 2006.

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution ratifying payment
 - 2) Accounts Payable forms and Partial Payments Nos. 11 and 12
 - 3) Tunheim Partners Invoice Nos. 03610 and 03652 and attachments

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 25, 2006
Board Date

Angelique Taylor
Signature

4/18/06
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 February 2006; 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. 03610, Partial Payment No. 11 in the amount of \$2,709.88 and Invoice No. 03652, Partial Payment No. 12 in the amount of \$3,954.38 attachments thereto, provide the correct documentation of payments due Tunheim Partners through February 2006; Now, Therefore Be It

RESOLVED, Payment to Tunheim Partners in the amount of \$6,664.26 for services rendered through February 2006 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

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Business Unit: RRA
Voucher ID: 00003651

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 13.Mar.2006
Run Time 3:38:14 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
13.Mar.2006	03610	31.Jan.2006	0000161169	TUNHEIM PARTNERS	ONL	LONGHEKR P		13.Mar.2006	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$2,709.88	\$0.00	1100 RIVERVIEW TOWER	8009 - 34TH AVENUE SOUTH		MINNEAPOLIS	MN	55425		
Handling	Group ID	Sales Tax	Pckp Ord'r Nbr							
RE	000883	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S U F 1099	PO Business Unit	PO Id	PO Type
1	Professional Service	\$2,709.88	918070001	\$2,709.88		Y Y Y N	RRA	0000000439	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421522	12501	150112	00000				2004			\$2,709.88			N

Account Name: Other Professional Services Department Name: Union Depot Study

Payment Comments-Check Stub

Invoice No. 03610, dated 1/31/06
Services on the Union Depot study for January 2006

Voucher Comments

Invoice total different due to 5% retainage and missing \$5.00 parking receipt.

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. Desjardins

Date 3/17/06

6

Tunheim Partners - Union Depot Project

Period of service	Invoice #1 February-05	Invoice #2 March-05	Invoice #3 April-05	Invoice #4 May-05	Invoice #5 July-05	Invoice #6 August-05	Invoice #7 September-05
LABOR	\$3,202.50	\$6,012.50	\$9,377.50	\$300.00	\$2,472.50	\$9,667.50	\$2,837.50
DIRECT COSTS	\$0.00	\$0.00	\$0.00	\$615.56	\$0.00	\$513.29	\$17.98
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$3,202.50	\$6,012.50	\$9,377.50	\$915.56	\$2,472.50	\$10,180.79	\$2,855.48
RETAINAGE (5%)	\$160.13	\$300.63	\$468.88	\$45.78	\$123.63	\$509.04	\$142.77
NET PAY INVOICE	\$3,042.38	\$5,711.88	\$8,908.63	\$869.78	\$2,348.88	\$9,671.75	\$2,712.71
Direct Costs:	\$0.00	\$0.00	\$0.00	\$615.56	\$0.00	\$0.00	\$0.00
Presentation materials				\$579.96	\$0.00	\$440.94	\$0.00
Printing expenses				\$35.60	\$0.00	\$0.00	\$0.00
Messenger service				\$0.00	\$0.00	\$45.22	\$17.98
Mileage/Parking				\$0.00	\$0.00	\$27.13	\$0.00
Professional Service				\$0.00	\$0.00	\$0.00	\$0.00
Amount spent on contract	\$3,042.38	\$8,754.25	\$17,662.88	\$18,532.66	\$20,881.53	\$30,553.28	\$33,265.99
Balance of contract	\$86,957.63	\$81,245.75	\$72,337.13	\$71,467.34	\$69,118.47	\$59,446.72	\$56,734.01

Invoice #8 October-05	Invoice #9 November-05	Invoice #10 December-05	Invoice #11 January-06
\$6,762.50	\$2,317.50	\$2,085.00	\$2,852.50
\$22,570.63	\$4,127.60	\$187.20	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00
\$29,333.13	\$6,445.10	\$2,272.20	\$2,852.50
\$1,466.66	\$322.26	\$113.61	\$142.63
\$27,866.47	\$6,122.85	\$2,158.59	\$2,709.88
\$22,570.63	\$4,127.60	\$187.20	\$0.00
\$22,494.78	\$4,127.60	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00
\$61.30	\$0.00	\$0.00	\$0.00
\$14.55	\$0.00	\$11.20	\$0.00
\$0.00	\$0.00	\$176.00	\$0.00
\$61,132.46	\$67,255.31	\$69,413.90	\$72,123.77
\$28,867.54	\$22,744.69	\$20,586.10	\$17,876.23

5

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

6

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

February 8, 2006

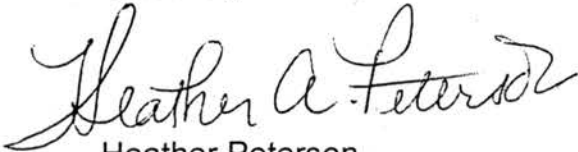
Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard
Suite 665
St. Paul, Minnesota 55102

Dear Kathryn:

Enclosed is an invoice in the amount of \$2,857.50 for professional services and expenses through January 31, 2006.

Thank you for the opportunity to assist you in this exciting project.

Sincerely,



Heather Peterson
Account Supervisor
Tunheim Partners

Attachment: invoice

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: 03610

DATE: January 31, 2006

For Services provided January 1 - 31, 2006

JOB RCR1-0002

Out of pocket expenses

vendor

Professional Services

Ground Transportation / Parking

	<u>amount</u>
\$	-
	5.00
\$	<u>5.00</u>

JOB RCR1-0100

Strategic Counsel

Andrew, Mark	Senior Vice President	0.00	\$	250.00	\$	-
Peterson, Heather	Account Supervisor	0.25	\$	170.00	\$	42.50
subtotals		<u>0.25</u>			\$	<u>42.50</u>

JOB RCR1-0200

Account Management

Andrew, Mark	Senior Vice President	0.25	\$	250.00	\$	62.50
Peterson, Heather	Account Supervisor	0.50	\$	170.00	\$	85.00
Bessonov, Snezhana	Account Assistant	0.25	\$	60.00	\$	15.00
subtotals		<u>1.00</u>			\$	<u>162.50</u>

JOB RCR1-0400

Team Meetings

Andrew, Mark	Senior Vice President	0.25	\$	250.00	\$	62.50
Peterson, Heather	Account Supervisor	0.25	\$	170.00	\$	42.50
subtotals		<u>0.50</u>			\$	<u>105.00</u>

JOB RCR1-0600

Media Relations

Andrew, Mark	Senior Vice President	2.00	\$	250.00	\$	500.00
Peterson, Heather	Account Supervisor	0.00	\$	170.00	\$	-
subtotals		<u>2.00</u>			\$	<u>500.00</u>

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: 03610

DATE: January 31, 2006

For Services provided January 1 - 31, 2006

JOB RCR1-0700

Client Meetings

Andrew, Mark	Senior Vice President	3.75 \$	250.00	\$	937.50
Peterson, Heather	Account Supervisor	6.25 \$	170.00	\$	1,062.50
Clark, Eliza	Senior Account Executive	0.00 \$	130.00	\$	-
subtotals		10.00		\$	2,000.00

JOB RCR1-0800

Marketing Collateral

Andrew, Mark	Senior Vice President	0.00 \$	250.00	\$	-
Peterson, Heather	Account Supervisor	0.25 \$	170.00	\$	42.50
Clark, Eliza	Senior Account Executive	0.00 \$	130.00	\$	-
subtotals		0.25		\$	42.50

TOTAL AMOUNT DUE -- NET 15 DAYS

=====
\$ 2,857.50
=====

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Business Unit: RRA
Voucher ID: 00003653

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 13.Mar.2006
Run Time 3:50:36 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
13.Mar.2006	03652	28.Feb.2006	0000161169	TUNHEIM PARTNERS	ONL	LONGHEKR P		13.Mar.2006	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$3,954.38	\$0.00	1100 RIVERVIEW TOWER	8009 - 34TH AVENUE SOUTH		MINNEAPOLIS	MN	55425		
Handling	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	000883	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
1	Professional Service	\$3,954.38	918070001	\$3,954.38		Y	Y	Y	N	RRA	0000000439	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421522	12501	150112	00000				2004			\$3,954.38			N

Account Name: Other Professional Services

Department Name: Union Depot Study

Payment Comments-Check Stub

Invoice No. 03652, dated 2/28/06
Services on the Union Depot study for February 2006

Voucher Comments

Difference in Invoice total is due to 5% retainage and inclusion of \$5.00 parking receipt missing from previous invoice.

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. Desjardins

Date 3/17/06

Tunheim Partners - Union Depot Project

Period of service	Invoice #1 February-05	Invoice #2 March-05	Invoice #3 April-05	Invoice #4 May-05	Invoice #5 July-05	Invoice #6 August-05	Invoice #7 September-05
LABOR	\$3,202.50	\$6,012.50	\$9,377.50	\$300.00	\$2,472.50	\$9,667.50	\$2,837.50
DIRECT COSTS	\$0.00	\$0.00	\$0.00	\$615.56	\$0.00	\$513.29	\$17.98
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$3,202.50	\$6,012.50	\$9,377.50	\$915.56	\$2,472.50	\$10,180.79	\$2,855.48
RETAINAGE (5%)	\$160.13	\$300.63	\$468.88	\$45.78	\$123.63	\$509.04	\$142.77
NET PAY INVOICE	\$3,042.38	\$5,711.88	\$8,908.63	\$869.78	\$2,348.88	\$9,671.75	\$2,712.71
Direct Costs:	\$0.00	\$0.00	\$0.00	\$615.56	\$0.00	\$0.00	\$0.00
Presentation materials				\$579.96	\$0.00	\$440.94	\$0.00
Printing expenses				\$35.60	\$0.00	\$0.00	\$0.00
Messenger service				\$0.00	\$0.00	\$45.22	\$17.98
Mileage/Parking				\$0.00	\$0.00	\$27.13	\$0.00
Professional Service				\$0.00	\$0.00	\$0.00	\$0.00
Amount spent on contract	\$3,042.38	\$8,754.25	\$17,662.88	\$18,532.66	\$20,881.53	\$30,553.28	\$33,265.99
Balance of contract	\$86,957.63	\$81,245.75	\$72,337.13	\$71,467.34	\$69,118.47	\$59,446.72	\$56,734.01

12

Invoice #8 October-05	Invoice #9 November-05	Invoice #10 December-05	Invoice #11 January-06	Invoice #12 February-06
\$6,762.50	\$2,317.50	\$2,085.00	\$2,852.50	\$4,157.50
\$22,570.63	\$4,127.60	\$187.20	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$5.00
\$29,333.13	\$6,445.10	\$2,272.20	\$2,852.50	\$4,162.50
\$1,466.66	\$322.26	\$113.61	\$142.63	\$208.13
\$27,866.47	\$6,122.85	\$2,158.59	\$2,709.88	\$3,954.38
\$22,570.63	\$4,127.60	\$187.20	\$0.00	\$0.00
\$22,494.78	\$4,127.60	\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$61.30	\$0.00	\$0.00	\$0.00	\$0.00
\$14.55	\$0.00	\$11.20	\$0.00	\$0.00
\$0.00	\$0.00	\$176.00	\$0.00	\$0.00
\$61,132.46	\$67,255.31	\$69,413.90	\$72,123.77	\$76,078.15
\$28,867.54	\$22,744.69	\$20,586.10	\$17,876.23	\$13,921.85

13

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

14

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

March 7, 2006

Kathryn DeSpiegelaere, Director
Ramsey County Regional Railroad Authority
50 West Kellogg Boulevard
Suite 665
St. Paul, Minnesota 55102

Dear Kathryn:

Enclosed is an invoice in the amount of \$4,157.50 for professional services and expenses through February 28, 2006.

Thank you for the opportunity to continue working with you. Please don't hesitate to call with questions.

Sincerely,



Heather Peterson
Account Supervisor
Tunheim Partners

Attachment: 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

Invoice

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

INVOICE NO: 03652

DATE: February 28, 2006

For Services provided February 1 - 28, 2006

JOB RCR1-0100 Strategic Counsel

Andrew, Mark	Senior Vice President	0.00	\$	250.00	\$	-
Peterson, Heather	Account Supervisor	1.75	\$	170.00	\$	297.50
subtotals		1.75			\$	297.50

JOB RCR1-0200 Account Management

Andrew, Mark	Senior Vice President	0.00	\$	250.00	\$	-
Peterson, Heather	Account Supervisor	1.00	\$	170.00	\$	170.00
Bessonov, Snezhana	Account Assistant	0.00	\$	60.00	\$	-
subtotals		1.00			\$	170.00

JOB RCR1-0300 Writing & Editing

Andrew, Mark	Senior Vice President	5.00	\$	250.00	\$	1,250.00
Peterson, Heather	Account Supervisor	0.00	\$	170.00	\$	-
subtotals		5.00			\$	1,250.00

JOB RCR1-0500 Research

Andrew, Mark	Senior Vice President	0.00	\$	250.00	\$	-
Peterson, Heather	Account Supervisor	0.25	\$	170.00	\$	42.50
subtotals		0.25			\$	42.50

JOB RCR1-0600 Media Relations

Andrew, Mark	Senior Vice President	0.00	\$	250.00	\$	-
Peterson, Heather	Account Supervisor	1.25	\$	170.00	\$	212.50
subtotals		1.25			\$	212.50

16

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: 03652

DATE: February 28, 2006

For Services provided February 1 - 28, 2006

JOB RCR1-0700
Client Meetings

Andrew, Mark	Senior Vice President	5.00	\$	250.00	\$	1,250.00
Peterson, Heather	Account Supervisor	5.50	\$	170.00	\$	935.00
Clark, Eliza	Senior Account Executive	0.00	\$	130.00	\$	-
subtotals		10.50			\$	2,185.00

TOTAL AMOUNT DUE -- NET 15 DAYS

=====

\$ 4,157.50

=====

17

Public Relations • Corporate Consulting • Public Affairs

SS# 44-94-9462

WEEK END DATE: 11/9/06

DATE SUBMITTED: 1/19/96

Expense Type:	408 D.
B=Billable	409 De.
T=GCI Tunheim	410 Tele (Long dist.calls/taxes outside TSC)
UC=Unbillable client	411 Express packages
NB=New business	412 Courier services/UPS
Category codes:	413 Air Travel
400 Other outside costs	414 Hotel
401 Printing	415 Ground Trans./Parking (Rentals, shuttles, buses, airport parking)
402 Photography	416 Business Meeting meals (For ALL meals)
idea tapes	417 Misc.travel expense (Gasoline, tips, tolls, small snacks)
406 Professional services	418 Books/magazines
407 Merchandise/supplies	419 Research serv./materials
	700 Mileage/parking

598 Travel expenses

180

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

4/18/06

Date

Board Action Requested

Approve lease LNE028 for Gladstone Lumber Mart in Maplewood

ACTION IS REQUESTED

Request Justification

See attached:

1. Proposed resolution;
2. Memorandum from K. DeSpiegelaere, dated April 6, 2006; and
3. Lease LNE028

Budgeting and Accounting

Marked Johnson

County Attorney

W. McMillan

Risk Management

Documentation certified complete for:

April 25, 2006

Board Date

Angeline Taylor

Signature

4/18/06

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, Ramsey County Regional Railroad Authority and Gladstone Lumber Mart entered into lease LNE023 in 1994 for retail, warehousing, and storage at 1870 English Street in Maplewood, which expired in 2005; and

WHEREAS, Gladstone Lumber Mart has a continued desire to lease the 46,338 square feet in Maplewood from Ramsey County Regional Railroad Authority; Now, Therefore Be It

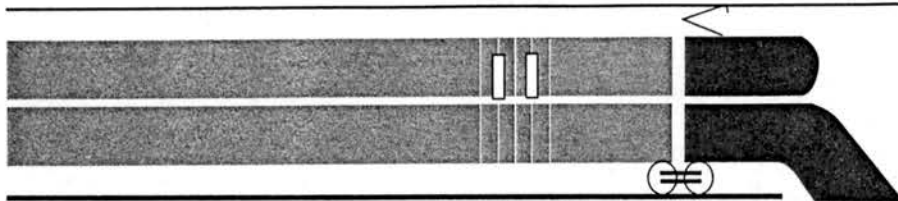
RESOLVED, The Ramsey County Regional Railroad Authority approves Lease 028 with Gladstone for the continued operation of their window and door business located at 1870 English Street in Maplewood, and authorizes the Chair to sign the Lease.

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 *KD*

Subject: Approval of Lease 028 with Gladstone's Window and Door Store in
Maplewood

Date: April 6, 2006

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. Several existing agreements were part of the BN purchase. RCRRA converted one of these to a lease with Gladstone Lumber Mart (business now goes by Gladstone's Window and Door Store). The Gladstone lease expired in 2005, and staff has negotiated a new lease, rent, and term.

Lease Area

Gladstone's Window and Door Store is located at 1870 English Street, just south of Frost and English in Maplewood. While most of the RCRRA right of way purchased from BN is 65-100 feet wide and now hosts the Bruce Vento Trail, this area of the Gladstone lease is irregularly shaped (see the aerial photo of the leased area) and has been leased by the Gladstone business for several generations. Gladstone has leased and continues to lease 46,338 square feet for their window and door business. While the property currently includes a retail store, the business is constructing a new retail store off Highway 61 in Maplewood. When the new retail store opens later this year, they plan to use the RCRRA leased right of way for warehousing and storage.

Permit Specifics

The proposed lease between RCRRA and Gladstone is attached. Some highlights of the lease are:

- Rent is \$7,750.36 per year (former rent is \$2,930/yr). This figure represents 8 percent of the assessed value of the leased right of way as determined by Ramsey County Property Records and Revenue less real estate taxes and assessments.
- The term of the lease is five years with three five year renewal options; rent is to be renegotiated at the beginning of each renewal option.
- There is a termination clause in the lease which enables either party to terminate the lease for any reason with thirty days advance notice in writing.
- Gladstone will indemnify and hold harmless RCRRA for any and all claims as a result of their use of the leased premises.

Recommendation:

Consider approving the lease with Gladstone and authorize the Chair to sign.

Attachment

- Aerial photo of the leased area
- Lease between RCRRA and Gladstone

LNE028 Aerial Photograph



DISCLAIMER: This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only.

SOURCES: Ramsey County (February 28, 2006), The Lawrence Group (February 28, 2006 for County parcel and property records data; January 2006 for commercial and residential data; April 8, 2003 for color aerial

4

LEASE

THIS LEASE AGREEMENT, made this _____ day of _____, 2006, is by and between Ramsey County Regional Railroad Authority, a political subdivision and local government unit of Minnesota, party of the first part (hereinafter referred to as "RCRRA"), and Gladstone Lumber Mart, Inc., a Minnesota corporation, party of the second part (hereinafter referred to as "Gladstone").

WITNESSETH:

WHEREAS, on December 27, 1992, Burlington Northern Railroad Company transferred to RCRRA all of its rights, title, and interest in and to its former St. Paul to Maplewood branch line right of way, now abandoned, as evidenced by Quit Claim Deed on file and of record in the office of the Ramsey County Recorder as document number 2693267; and

WHEREAS, a portion of the property conveyed to RCRRA is encumbered by a lease to Gladstone from Burlington Northern Railroad Company, dated April 19, 1976, providing for the location of warehouses, a retail store, and a lumber yard; and

WHEREAS, this lease was assigned to RCRRA by Burlington Northern through an assignment document dated December 23, 1992, and a lease was executed between RCRRA and Gladstone in 1994 (LNE023); and

WHEREAS, the term of lease LNE023 expired on or about September 11, 2005; and

WHEREAS, it is the desire of RCRRA and Gladstone to enter into a new lease arrangement to provide for a specific term of tenancy,

NOW, THEREFORE, it is agreed as follows:

1. **Leased Premises.** RCRRA, in consideration of the rents and covenants hereinafter mentioned, does hereby lease unto Gladstone, and Gladstone does hereby take from RCRRA, the premises situated in the City of Maplewood, County of Ramsey, and State of Minnesota, described as follows:

Lots 13, 14, and 15, Block 3, "Gladstone, Ramsey County, Minnesota," together with that part of the vacated Ridge Street lying south of the easterly extension of the north line of said Lot 13 and lying north of the easterly extension of the south line of said Lot 15,

ALSO

Lots 1 and 2, Block 4, and "Gladstone, Ramsey County, Minnesota," together with that part of the vacated Ridge Street lying south of the easterly extension of the north line of said Lot 1 and lying north of the easterly extension of the south line of said Lot 2,

Consisting of 46,338 square feet, more or less,

As shown colored in yellow on Exhibit A attached hereto, incorporated by reference and hereby made a part of this lease agreement (hereinafter referred to as the "leased premises").

2. **Use.** The leased premises shall be for the use of Gladstone, its agents, tenants, officers, employees, and invitees for the location of warehouses, a retail store, and a lumber yard, and shall be limited to these specified uses. Gladstone will make no alterations, additions, or improvements to the leased premises or modify the use or purpose of the leased premises without the prior written consent of RCRRA.

Gladstone shall keep the leased premises free of any explosive, flammable, or combustible material which would increase the risk of fire, except such materials which are necessary for the operation of Gladstone's business, shall not handle or store any potentially dangerous or toxic materials, and shall not permit the accumulation of junk, debris, or other hazardous materials.

3. **Term.** The Term of this lease agreement shall be five (5) years, beginning on the _____ day of _____, 2006, and terminating on the 31st day of December 2010, unless terminated earlier as provided in this lease.

4. **Renewal Options.** Gladstone 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 Gladstone, if at all, by giving written notice to RCRRA not less than 30 days prior to the date of expiration of the then-running Term or Option Term, as the case may be. Except as otherwise provided herein, the terms and conditions of this lease agreement shall apply to any Option Term.

5. **Surrender.** At the expiration of the Term or final Option Term, or the earlier termination of this agreement, Gladstone will remove all property and improvements not owned by RCRRA from the leased premises, regardless of

who made them, and will quietly yield and surrender the leased premises to RCRRA in as good a condition as when it took them, or an improved condition said premises were later put in by RCRRA or Gladstone, normal wear and tear and damage from the elements excepted. If Gladstone shall fail to remove all property and improvements not owned by RCRRA from the leased premises within the thirty (30) day time limit, its right to do so shall cease at the option of RCRRA, and Gladstone's title to any such property or improvements shall be forfeited and the same shall belong to RCRRA; or, in such case, if RCRRA so elects, it may, at any time after the termination, tear down and/or remove any or all property and improvements at the expense of Gladstone without any liability for damages. Gladstone shall thereupon promptly reimburse RCRRA for all expenses incurred by it in such removal.

6. **Termination.** Notwithstanding the provisions of paragraph 3 hereof, either party may terminate this lease agreement for any reason, with or without cause, upon thirty (30) days advance notice in writing to the other party. The thirty (30) days 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 20 hereof, if delivery is effectuated by means other than United States Mail.
7. **Rent.** Gladstone shall pay to RCRRA rent for the leased premises, due and payable in advance and as follows:
 - a. An amount upon execution hereof representing the prorated rental for the period from the date of commencement hereof through December 31, 2006, using annualized rent of \$7,750.36;
 - b. For each subsequent calendar year (a "**Rental Year**"), the full Rent on or before January 1 of such Rental Year. The annual rent for the remainder of the term shall be \$7,750.36;
 - c. 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. The RCRRA shall notify Gladstone, in writing, of the rent to be paid during each Option Term at least ninety (90) days prior to the expiration of the Term or, as the case may be, the Option Term in effect at the time. Should the Term of this lease agreement or any Option Term terminate on a day other than the last day of a calendar year, the rent payable during that year shall be adjusted on a pro-rata basis.
8. **Utilities, services, and taxes.** Gladstone shall be responsible for all costs for water, sewer, and electricity and any other utilities used, consumed, or wasted in connection with the leased premises, and any other services provided to the leased premises, including, but not limited to, waste or trash removal and snow plowing.

Gladstone shall be responsible for all real estate and/or personal property taxes, or payments in lieu thereof, and special assessments arising from Gladstone's use of the leased premises pursuant to this lease agreement.

9. **Maintenance and repairs.** Gladstone accepts the leased 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 its occupancy of the leased premises, Gladstone shall be responsible to keep the leased premises in a good, clean, and safe condition, to maintain any fixtures, improvements, and equipment thereon, and to use reasonable precaution to prevent waste, damage, or injury from occurring, all at Gladstone's sole cost and expense.

Gladstone shall keep the leased premises free of any and all mechanic's, materialmen's, and other liens arising out of any work, labor done, services performed, or materials furnished for Gladstone or claimed to have been so furnished during the term of this lease agreement. Gladstone agrees to reimburse RCRRA for the costs of repairs to the leased premises necessitated by Gladstone's misuse or abuse of said premises.

RCRRA shall not be liable to Gladstone or those claiming by, through, or under Gladstone for any injury, death, or property damage occurring in, on, or about the leased premises. Without limitations of the foregoing, RCRRA shall not be liable for any loss or damage which may be sustained by Gladstone or others by reason of the freezing, bursting, overflowing, or defect of any water, sewer, gas or steam pipes, closets, or sinks in, about, or adjacent to the leased premises, nor for loss or damage by reason of the present or future condition of repair of the leased premises, or for loss or damage arising from the acts or omissions of Gladstone or other tenants or occupants.

10. **Indemnification.** Gladstone 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, related to or arising out of Gladstone's use of the leased premises pursuant to this lease agreement.

11. **Insurance.** In order to protect itself, as well as RCRRA under the indemnification provisions hereinabove set forth in paragraph 8, Gladstone agrees to purchase and maintain in force, at all times during the term of this lease agreement, the following minimum insurance coverages applicable to the leased premises, affiliated activities, and/or this lease agreement, and to comply with all provisions noted:

a. Fire and All-Risk Property Insurance

Coverage shall be written on a replacement cost basis for the buildings located on the leased premises, and any personal property of Gladstone at such buildings and/or the leased premises. RCRRA shall be added as an additional insured under the policy as its interests may appear.

Waiver of Subrogation

Gladstone hereby waives against RCRRA any and all rights of recovery for any loss or damage, including consequential loss or damage, caused by any peril or perils covered under their respective property policies. Certificates of insurance shall indicate that this waiver has been included on Gladstone's policy.

b. General Liability Insurance

OPTION 1: Commercial General Liability Insurance

Minimum limits:

\$ 600,000 each event limit
\$1,000,000 general aggregate
\$1,000,000 products/completed operations total limit
\$ 600,000 personal injury & advertising liability

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 e
- g. Broad Form Property Damage Liability, or deletion of the "Care, Custody, and Control" exclusion.

Under both options 1 and 2, RCRRA, its officials and employees shall be added as additional insureds with a cross liability/cross suits clause for the protection of RCRRA.

c. Automobile Liability Insurance

Minimum limit: \$750,000 Combined Single Limit
Coverage shall include: hired, nonowned and owned auto

d. 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

- e. 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.
- f. All certificates of insurance shall provide that the insurance company shall give thirty (30) days written notice to both Gladstone and RCRRA of cancellation, non-renewal, or any material changes in the policy and certificates of insurance.
- g. Paragraphs 11.A. through 11.F. establish minimum insurance requirements, and it is the sole responsibility of Gladstone to purchase and maintain additional insurance that may be necessary in connection with this lease agreement.
- h. Nothing in this lease agreement shall constitute a waiver by RCRRA of any statutory limits or exceptions on liability.
- i. All insurance policies shall be open to inspection by RCRRA and copies of all policies shall be submitted to RCRRA upon written request.

12. **Hazardous materials.** Without the prior written consent of RCRRA, which consent may be granted or withheld in the absolute discretion of RCRRA, Gladstone shall not cause or permit to be brought upon or kept or used in, on, or about the Premises by Gladstone, its employees, agents, contractors or invitees any toxic or hazardous material, substance or waste or any other material which may adversely affect the environment or the health and safety of any person or persons. Without limiting the indemnification obligations of Gladstone under paragraph 8 hereof, if the presence of any such materials, substance or waste caused or permitted by Gladstone, its employees, agents, contractors, or invitees results in any contamination of the premises, then Gladstone shall promptly take all actions, at its sole expense, as are necessary to return the premises to the condition existing prior to the introduction of any such material, substance or waste to the premises, provided that RCRRA's approval of such shall first be obtained. If any particular cleanup methods or procedures are ordered by the Minnesota Pollution Control Agency, the Environmental Protection Agency, or any other governmental agency, such methods or procedures are deemed to be approved by the RCRRA by this agreement and prior approval is not necessary.
13. **Default.** In the event of a breach or default of any term, condition, or covenant of this lease agreement by Gladstone, Gladstone shall be entitled to a thirty (30) day written notice specifying the nature of the default. In the event the default is not corrected within the said thirty (30) day period, or a cure commenced for the default requiring more than thirty (30) days to cure with Gladstone diligently pursuing correction, RCRRA may terminate this lease agreement immediately and re-enter the leased 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 thirty (30) days' notice.
14. **Remedies cumulative.** All remedies hereinbefore and hereafter conferred on RCRRA and Gladstone 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 party to insist in any one or more cases upon the strict performance of any of the covenants of this lease agreement 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 Gladstone or RCRRA of any of the provisions of this lease agreement shall be deemed to have been made, unless expressed in writing and signed by the party expressing such waiver.
15. **Assignment and subletting.** Gladstone shall not transfer, assign, sublet, mortgage, pledge, subordinate, or otherwise convey its interest in this lease

agreement, the leased 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 feels appropriate.

16. **Condemnation.** If all or any part of the leased premises is subjected to taking under eminent domain laws, this lease agreement shall terminate from the time possession is taken by the condemning entity, with prepaid rental prorated. Gladstone agrees that it is not entitled to, and hereby disclaims, any award made for such taking, excepting only an award issued solely and expressly to compensate for the taking of personal property owned or constructed by Gladstone.
17. **Compliance with laws, ordinances, and rules.** Gladstone 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 leased premises and/or the business it transacts on the leased premises. Gladstone shall also comply with any reasonable rules adopted by RCRRA for the safety, care, and cleanliness of the leased premises and for the preservation of good order therein. Gladstone shall not permit the existence of any nuisance on the leased premises.
18. **Right of entry.** RCRRA may enter the leased premise at any time to examine, inspect, or protect the leased premises and to make alterations, renovations, or repairs.
19. **Non-exclusivity.** This lease agreement is non-exclusive and the rights herein granted are subject to the outstanding rights of others to occupy the leased premises, including, without limitation, poles, wires, pipelines, water lines, and sewers that exist or may be placed upon, across, above, or underneath the leased premises by RCRRA, its employees, agents, licensees, and representatives or invitees. RCRRA reserves unto itself the right to place additional poles, wires, pipelines, water lines, sewers, or other improvements upon, across, above, or underneath the leased premises, without payment of any sum to Gladstone for any damage occasioned thereby, and agrees that any such additional placements shall be conducted in a manner as to not unreasonably interfere with Gladstone's operations thereon.
20. **Relationship of the parties.** Nothing contained in this lease agreement 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 Gladstone, it being expressly understood and agreed that neither any provision contained in this lease agreement, nor any act or acts of the parties hereto, shall be deemed to

create any relationship between RCRRA and Gladstone other than the relationship of landlord and tenant.

21. **Amendments.** There are no understandings or agreements not incorporated into this lease agreement. All amendments, waivers, alterations, or modifications to this lease agreement shall be only upon mutual agreement of the parties hereto, evidenced in writing and signed by the parties, and incorporated into this lease agreement by reference.

22. **Notices.** Written notices required under this 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: LNE027

Gladstone: Gladstone Lumber Mart, Inc.
1870 English Street
Maplewood, MN 55109-4315

23. **Counterparts.** This lease agreement is executed in three (3) counterparts, each of which shall constitute the same agreement.

24. **Headings.** The paragraph headings contained in this lease agreement are for convenience only and shall not be used in interpreting this lease agreement.

25. **Other conditions.** Any fencing, which may be installed along the boundaries of the leased premises by Gladstone, shall be and shall always remain the property of Gladstone, and shall not be considered part of the real property of RCRRA on which the leased premises are located.

26. **Parties bound.** This lease agreement 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.

27. **Mechanic's Liens.** Gladstone shall keep the leased premises free from any mechanics', materialmens', contractors', or other liens arising from, or any claims for damages growing out of, any work performed, materials furnished or obligations incurred by or on behalf of Gladstone. If such lien is filed against the leased premises or any portion thereof as a result of work performed, materials furnished, or obligations incurred by or on behalf of Gladstone, Gladstone, at its sole cost and expense, shall cause such lien to

be removed within five (5) calendar days after Gladstone becomes aware of the filing of such lien. Gladstone hereby agrees to defend and indemnify RCRRA and to hold the RCRRA harmless from and against any such lien or claim or action thereon, and shall reimburse the RCRRA, as additional rent, for the RCRRA's costs of suit and all attorneys' fees and costs incurred in connection with the removal of any such lie, claim or action. RCRRA hereby reserves the right to post and review notices in accordance with Minn. Stat. Sec. 514.06, as the same may be amended.

28. **Hazardous Substances.** Gladstone shall at all times comply with all applicable local, state and federal laws, ordinances, rules, and regulations relating to Hazardous Substances as identified as "hazardous substances", "hazardous wastes", "hazardous materials", or "toxic substances", or words of similar import or effect, under any applicable local, state or federal laws, rules or regulations, including but not limited to the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as it may be amended, 42 U.S.C. 9601 et seq., the Minnesota Environmental Response and Liability Act (MERLA) (2006), as it may be amended, or any other statute, regulation, or ordinance. Gladstone shall not use the leased premises for the storage or disposal of Hazardous Substances except for such activities that are part of Gladstone's ordinary business; provided, that such storage or disposal must be conducted in accordance with all applicable laws, ordinances or regulations. If at any time Gladstone shall become aware, or have reason to believe, that any Hazardous Substance has been released or has otherwise come to be located on or beneath the leased premises, Gladstone shall provide written notice to the RCRRA immediately, and not less than three (3) calendar days, after Gladstone becomes so aware. Gladstone shall be responsible for and shall defend, indemnify and hold RCRRA harmless from and against all environmental claims or fines, clean up or remediation costs, or any other damages, claims or liabilities, including court costs and reasonable attorneys fees, arising out of or in connection with the generation, storage, release or threatened release, disposal, or other presence of any Hazardous Substances in, on, or about the leased premises during the Term or any Option Term or that Gladstone caused or permitted. The indemnification provided by this paragraph shall survive the cancellation or termination of this lease.

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

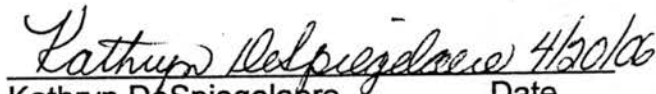
Approved as to form and execution:

**RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY**

 4-18-06

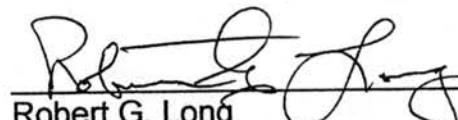
David F. MacMillan Date
Assistant Ramsey County Attorney

Rafael E. Ortega Date
Chair

 4/20/06

Kathryn DeSpiegelaere Date
Director

GLADSTONE LUMBER MART, INC.

 3-27-06

Robert G. Long Date
President

This instrument was drafted by:
Ramsey County Regional Railroad Authority
Ramsey County Government Center West
50 West Kellogg Boulevard, Suite 665
St. Paul, MN 55102
(651) 266-2760
RE: LNE028

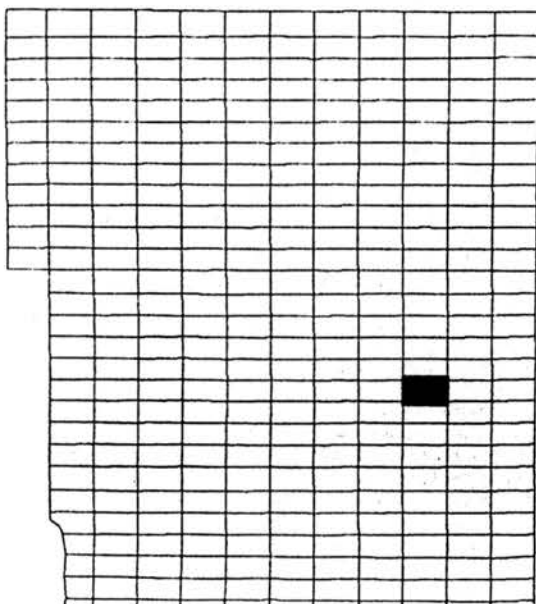
Exhibit A

S 1/2 Sec. 15 T 29 N R 22 W

RAMSEY COUNTY MINNESOTA PARCEL MAP

Ramsey County Public Works
 Land Survey Division Ramsey
 County GIS Group

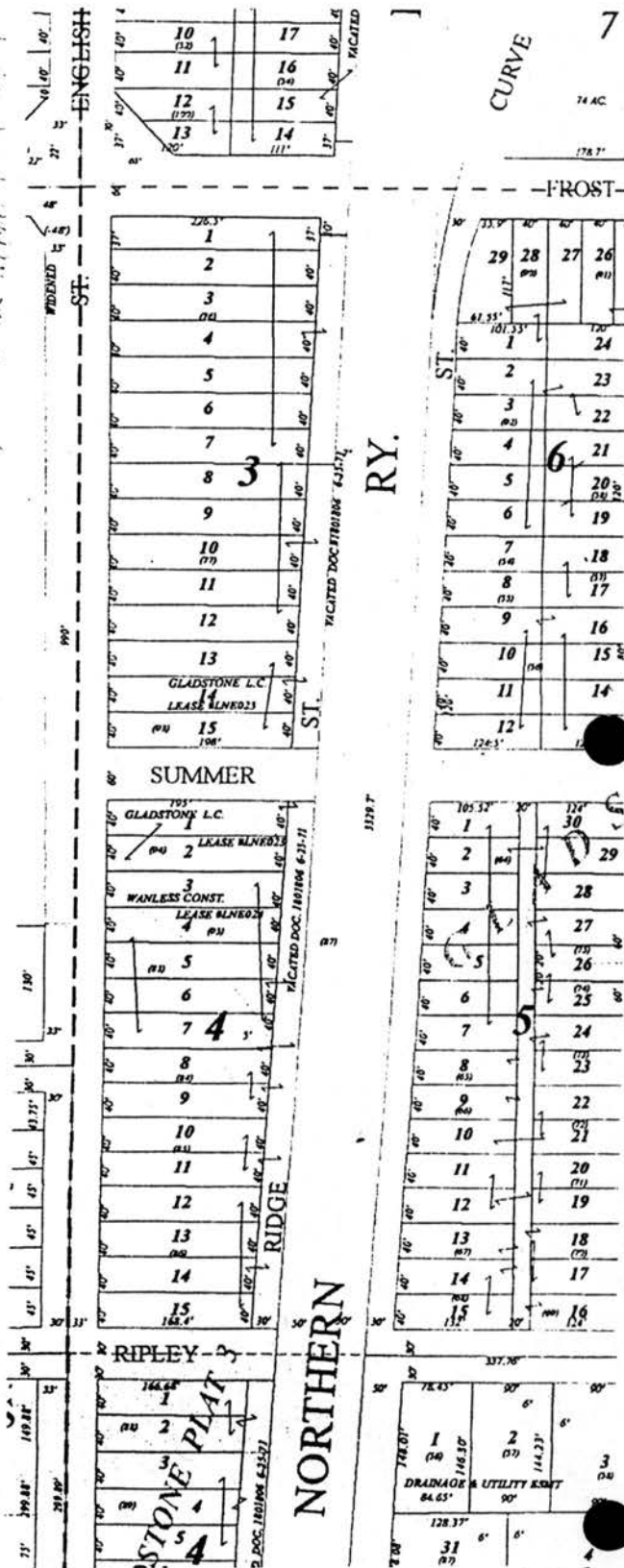
Vicinity Map



91

PID 15-29-22-32-0093
 46,338 AS (14,600 S. 1/2 Sec. 15)

Gladstone



17

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

6

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K DeSpiegelaere
Authorized Signature

4/18/06
Date

Board Action Requested

Authorize staff to negotiate a contract with DMJM+Harris for Union Depot project coordination services.

ACTION IS REQUESTED

Request Justification

See attached information:

- 1) Proposed resolution;
- 2) Memorandum from Kathy DeSpiegelaere, dated April 18, 2006.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 25, 2006
Board Date

Angeline Taylor
Signature

4/18/06
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority authorized staff to issue a request for proposals for Union Depot project coordination services; and

WHEREAS, Four proposals were received and two firms were interviewed by the members of FIND, and

WHEREAS, FIND recommended to LOCATE and LOCATE recommends to Ramsey County Regional Railroad Authority that staff be authorized to negotiate a contract with the firm of DMJM Harris/AECOM;

NOW, THEREFORE BE IT RESOLVED, That Ramsey County Regional Railroad Authority authorizes its staff to negotiate a contract with DMJM Harris/AECOM in an amount not to exceed \$1,244,208 for a two year term; and Be It Further

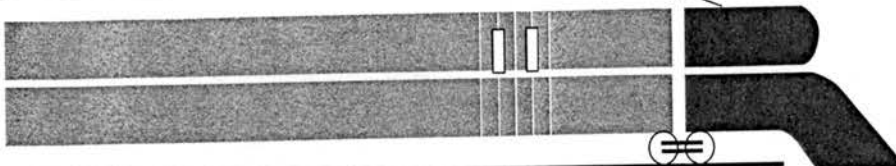
RESOLVED, That the contract, when negotiated, will be returned to the Ramsey County Regional Railroad Authority for approval.

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
David Twa, County Manager

From: Kathryn DeSpiegelaere, Director

Subject: Project Coordination Consultant for Union Depot

Date: April 18, 2006

You previously adopted a resolution authorizing staff to issue a request for proposals for project coordination consultant services for Union Depot.

Proposals were received from four firms:

LSA Design, Inc./Parsons Brinckerhoff/Dorsey Whitney

Cost, Planning & Management International, Inc.

DMJM Harris/AECOM

**URS/Rani Engineering/Messerli & Kramer/JBL Companies/ZAN Associates,
Basile Baumann Prost & Associates, LKG-CMC, Inc./Edina Realty.**

FIND reviewed proposals and interviewed two of the firms. The recommendation from FIND was endorsed by LOCATE at its meeting on April 17. The recommendation to the Rail Authority is that the firm of DJMJ Harris be selected because of the diversity and depth of experience on projects similar to Union Depot, the experience of the project manager on projects similar to Union Depot, the financial expertise of the team, the expertise on railroad issues and negotiations with railroads, the capabilities within one firm, rather than several, and suitability of the cost estimate in relationship to the proposed tasks to be accomplished.

2

LOCATE and FIND request that the Rail Authority authorize its staff to negotiate a contract with DMJM Harris/AECOM.

As background, the expertise requested is that of program management, project structure, scheduling and budget adherence, document control, facility planning, environmental and regulatory competencies (including section 106 historic review), knowledge of compliance requirements of federal grant regulations, knowledge of funding and financing strategies, knowledge of and understanding of transit providers, freight railroads and Amtrak.

The cost proposed by DMJM Harris for the two-year contract is \$1,244,208. If you authorize staff to negotiate with DMJM Harris, the contract resulting from the negotiations will be returned to you for approval.

The funds for this contract were approved in the 2006 and 2007 Rail Authority budget. The funds for this contract can likely be used to match National and Regional Significance federal funds for Union Depot related work.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

4/18/06
Date

Board Action Requested

Corridor Updates.

DISCUSSION ONLY

Request Justification

See attached information: Memorandum from Kathy DeSpiegelaere, dated April 12, 2006.

Budgeting and Accounting

Mueler

County Attorney

Oil

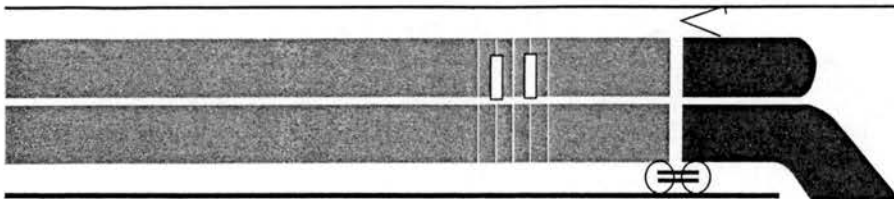
Risk Management

Documentation certified complete for:

April 25, 2006
Board Date

Angeline Taylor
Signature

4/18/06
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: Corridor and project updates

Date: April 12, 2006

Transit corridors and projects in Ramsey County are making progress. The current status is:

Central

The Alternatives Analysis/Draft Environmental Impact Statement has been issued. A schedule of next steps is attached. Public hearings will be held the week of May 22.

Union Depot

Negotiations are continuing with the Postal Service. Environmental and engineering work will commence this summer and fall.

Rush

Park/pool projects are being undertaken in the corridor in Washington and Chisago Counties.

A study of passenger service between St. Paul and Duluth is likely to begin this fall.

Red Rock

The Alternatives Analysis is on hold. Pending unresolved regional travel modeling issues for counties outside the metro area which affect Red Rock ridership, the Red Rock study will resume in May.

Robert Street

A feasibility study will be initiated from St. Paul to Rosemount if state bonding funds are received.

**Central Corridor
AA/DEIS Status
April 11, 2006**

FTA approval for release of DEIS	April 7, 2006
Document distribution	April 14, 2006
Notice of Availability in Federal Register	April 21, 2006
45 day comment period starts	April 21, 2006
Three Public Hearings held	Week of May 22, 2006
Comment period closes	June 5, 2006
Special CCCC locally preferred alternative (LPA) meeting	June 6, 2006
Metropolitan Council consideration of LPA	June, 2006
Submittal of New Starts Criteria to FTA	June 30, 2006