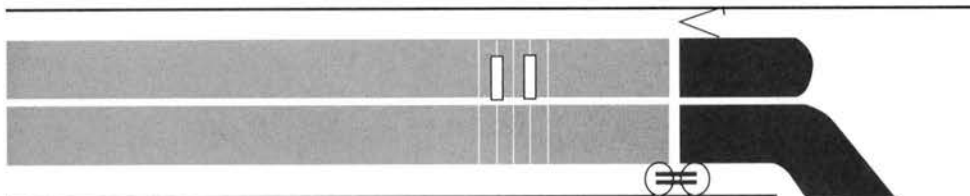




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

6560 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Meeting

February 6, 2007

**Immediately following the
Housing and Redevelopment Authority Meeting**

Third Floor Council Chambers Courthouse

ADMINISTRATIVE

1. * Approve minutes from January 23, 2007 meeting.
2. * Proposed sale of property at 1870 English Ave. Maplewood.
3. * Central Parking Management Agreement Amendment.
4. * Approve contract amendment with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for an amount not to exceed Thirty-Two Thousand Five Hundred Nineteen Dollars and No Cents (\$32,519.00) for intergovernmental relations services for a period from February 15, 2007 to November 30, 2007; and authorize the Chair of RCRRA to execute the agreement.
5. * Support request for \$1 million from state legislature for I-94 transit study.

POLICY

6. * Federal 2008 appropriations requests.
7. Cambridge Line presentation.
- * Action is requested

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on January 23, 2007, in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: Art Coulson, Kathy Fischer, Ken Haider, Kathy Kapoun, Julie Kleinschmidt,
 David MacMillan, Tim Mayasich, Steve Morris, Angie Taylor, Mark Voerding

Chair Ortega called the meeting to order at 10:40 am.

ADMINISTRATIVE AGENDA

1. Approve minutes January 9, 2007 meeting

A motion was made by Commissioner Carter, seconded by Commissioner Reinhardt, to approve the minutes from the January 9, 2007 meeting.

Roll call vote was taken:

Ayes – 7; Nays – 0
Motion accepted.

POLICY AGENDA

2. Corridor updates

Kathy Fischer provided an update of corridors and projects.

Commissioner Parker requested information regarding the status of the Northeast Diagonal Line; Ms Fischer agreed to report back.

3. Rush Line commuter bus feasibility study contribution and contract; state and federal appropriations requests

A motion was made by Commissioner Reinhardt, seconded by Commissioner Carter to approve the Rush Line commuter bus feasibility study contribution and contract.

Commissioner Rettman requested that language be added to the resolution to clarify that Ramsey County is one of five counties contributing \$10,000 for the feasibility study.

Commissioner Ortega requested language be added to address the value of the land provided by Ramsey and other Counties.

Roll call vote was taken:

Ayes – 7; Nays – 0
Motion accepted, with changes.

WHEREAS, Ramsey County Regional Railroad Authority is a member of the Rush Line Task Force;
and

WHEREAS, The Rush Line Task Force, at its meeting on January 10 took action on a feasibility study, state and federal appropriations requests; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes a contribution of \$10,000 for its share of the feasibility study of commuter bus for the Rush Line Corridor, pending the contributions of other counties; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its Chair to contract with one of three potential vendors for the commuter bus feasibility study, based on recommendation of staff, in an amount not to exceed \$50,000; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests \$1 million in state appropriations for the Rush Line Corridor in 2007 to match federal funds for the design and construction of transit facilities; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests \$5 million in federal 2008 appropriations for the Rush Line Corridor for design and construction of stations and park and ride facilities to match state funds and county contributions of properties, where applicable.

The meeting adjourned at 11:40 am.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Fischer
Authorized Signature

1/29/07
Date

Proposed sale of property at 1870 English Ave. Maplewood.

ACTION IS REQUESTED

Request Justification

See proposed resolution and memo attached.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 6, 2007
Board Date

Angeline Taylor
Signature

1/29/07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Railroad Authority (RCRRA) owns a plot of land at 1870 English Avenue, Maplewood, Minnesota; and

WHEREAS, Ron Clark Construction and Design has expressed an interest in purchasing said plot of land for home development; and

WHEREAS, Said plot of land has been designated in the Burlington Northern Alignment Study as a feasible location for a future LRT station and staff recommends it retain its status; NOW, THEREFORE BE IT:

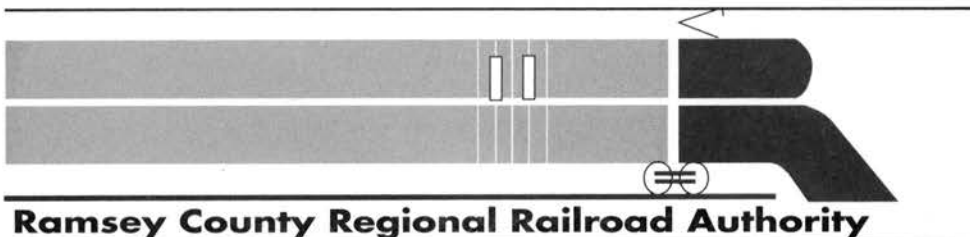
RESOLVED, That Ramsey County Regional Rail Authority authorizes its Director to decline the purchase interest.

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



6560 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

MEMORADUM

To: Ramsey County Regional Rail Authority Commissioners
From: Kathryn Fischer, Director
Subject: Proposed sale of property at 1870 English Ave. Maplewood.
Date: January 22, 2007

RCRRA owns a 70,074 sq. ft. (1.6 acre) plot of land at 1870 English Avenue, Maplewood, Minnesota. Frost Avenue is the nearest cross street.

Timothy Bohlman of Ron Clark Construction and Design has contacted staff to inquire as to the feasibility of selling this plot to Ron Clark Construction for the development of new homes.

In accordance with sale procedures, outlined in the RCRRA Real Estate Management plan, staff has reviewed the Ramsey County Northeast Corridor LRT Alignment Study of August 1991 and determined that the plot in question is *not* considered to be a surplus. The LRT Alignment Study designates the Frost Avenue crossing as a Station Location in Table 5- Burlington Northern Alignment, Stations/At Grade Crossings, on page 46. This is supported further by Figures 29 and 30 on pages 66 and 67; respectively. (Attached)

RECOMMENDATION:

Staff recommends that 1870 English Avenue retain its current status and not be designated surplus. This site should be retained for future LRT station development at Frost Avenue. Accordingly, the purchase interest expressed by Ron Clark Construction should be declined.

Attachments: 4

2

RonClark
CONSTRUCTION

7500 West 78th Street
Edina, Minnesota
55439

(952) 947-3000
fax (952) 947-3030

11 January, 2007

James Homolka, Project Manager
Ramsey County Regional Rail Authority
50 W. Kellogg Blvd.
Saint Paul, MN 55102

Greetings,

Ron Clark Construction & Design is currently evaluating the feasibility of participating in the redevelopment of the Gladstone Neighborhood area of Maplewood, in which some property owned by the RCRRA is located. One of the first steps in this process is to determine which property owners are also willing sellers, which is why I am sending you this letter. The RCRRA property is included in one of several assemblages of properties that together form cohesive sections of the overall master redevelopment plan as identified by the Gladstone Neighborhood Redevelopment Task Force and subsequently adopted by the City of Maplewood. If the RCRRA would be willing to sell its property, under the right circumstances and for the right price, of course, then I would like to sit down with you to discuss the options and opportunities further.

Over the past twenty-five years, Ron Clark and his team of architects, contractors, landscapers and interior designers have built an impeccable reputation for design excellence, quality construction, and performing on our promises. By establishing inspiring new neighborhoods in appealing locations, we have provided attractive housing options for a host of new home buyers in the Twin Cities' suburbs.

If you would like to discuss the prospect of receiving a purchase offer for the RCRRA's property from us, please contact me by whatever method shown on my enclosed business card is most convenient for you. I do hope to hear from you soon.

Regards,



Timothy L. Bohlman
Senior Project Manager

**TABLE 5 – BURLINGTON NORTHERN ALIGNMENT
STATIONS/AT-GRADE CROSSINGS**

STATION LOCATIONS	SIGNALIZED	AT-GRADE CROSSINGS (a) OTHER
1. Cedar/Fifth -Sixth 2. Fourth/Minnesota-Robert 3. Fourth/Sibley-Wacouta 4. Burlington Northern/ Seventh 5. Burlington Northern/ Arcade 6. Burlington Northern/ Maryland 7. Burlington Northern/ Larpenteur 8. Burlington Northern/ Frost 9. Burlington Northern/ T.H. 36 10. Burlington Northern/ Beam 11. Burlington Northern/ I-694 12. Burlington Northern/ County Road E 13. Burlington Northern/ County Road F 14. Burlington Northern/ White Bear Lake	1. 4th/Broadway 2. T.H. 61/Ramaley	1. Burlington Northern/Idaho 2. Burlington Northern/Larpenteur 3. Burlington Northern/Ripley 4. Burlington Northern/Frost 5. Burlington Northern/C.R. B 6. Burlington Northern/Cope 7. Burlington Northern/Buerkle 8. Burlington Northern/Scheuneman 9. Burlington Northern/Lumberyard 10. Burlington Northern/DPW Entrance 11. Burlington Northern/2nd Street
(a) Does not include crossings in core of downtown St. Paul.		

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Fischer
Authorized Signature

1/29/07
Date

Board Action Requested

Authorize Director to Execute Central
Parking Management Agreement
Amendment

ACTION IS REQUESTED

Request Justification

See proposed resolution and memo attached.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 6, 2007
Board Date

Angelique Taylor
Signature

1/29/07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, Ramsey County Regional Rail Authority owns and operates a parking lot business at Kellogg Boulevard and Broadway Avenue in St. Paul, Minnesota.

WHEREAS, On October 1, 2005, Ramsey County Regional Railroad Authority entered into a management agreement with Central Parking Inc.

WHEREAS, Ramsey County Regional Railroad Authority desires to amend said contract for the purpose of memorializing cost saving measures, record reporting obligations of Central Parking and reduce and cap the management fee to 5% of monthly gross revenues; NOW, THEREFORE BE IT:

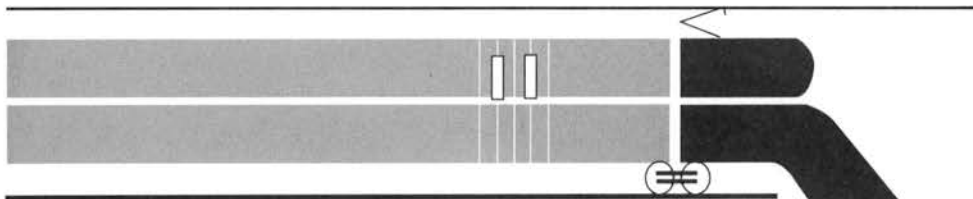
RESOLVED, That Ramsey County Regional Rail Authority authorizes its Director to execute the amendment titled FIRST MANAGEMENT AGREEMENT AMENDMENT.

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

6560 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 Fischer, Director

Subject: Central Parking Management Agreement Amendment

Date: January 23, 2007

On October 1, 2005, the Ramsey County Regional Railroad Authority (RCRRA) entered into a management agreement with Central Parking to administer the parking lot business at the corner of Kellogg and Broadway.

Upon review of Central's management operation, RCRRA staff identified significant cost saving measures and the potential for increased revenue. RCRRA staff desires to memorialize certain procedures and obligations of the management company in an addendum to the October, 2005 agreement. Amending the existing contract reduces and caps the management fee to 5% of monthly Gross Revenues.

A management agreement amendment has been drafted and reviewed by RCRRA's attorney.

RECOMMENDATION:

That Ramsey County Regional Rail Authority authorizes its Director to execute the amendment titled FIRST MANAGEMENT AGREEMENT AMENDMENT.

Attachment: 1

FIRST MANAGEMENT AGREEMENT AMENDMENT

THIS AGREEMENT is made and entered into by and between Ramsey County Regional Railroad Authority, a political subdivision of the State of Minnesota hereinafter referred to as "Client", and Central Parking System, Inc. a Tennessee Corporation, hereinafter referred to as "Manager" witnesseth:

WHEREAS by a certain instrument (herein "Agreement") dated the 1st day of October 2005, to be effective October 1, 2005, and entitled "Management Agreement", Manager manages for Client, subject to the terms and conditions contained therein, the parking lot located in St. Paul, Minnesota, at 390 East Kellogg Street known as Fringe Lot and the paved portion of the lot located directly to the east of and adjacent to the Fringe Lot known as the East Lot (hereinafter collectively referred to as the "Parking Facility".

WHEREAS Client and Manager now desire to amend the Agreement in certain respects.

NOW, THEREFORE, for and in consideration of the premises and the mutual agreements herein contained and intending to be hereby legally bound, Client and Manager hereby agree as follows:

I.

That paragraph 6. (b) of the Agreement is hereby amended to read in its entirety as follows:

- 6.(b) "Operating Expenses" shall include all the expenses of providing the management services as set forth in the one-year Approved Budget, a copy of which is attached hereto as Exhibit "C," other than (i) expenses of a capital cost nature; (ii) those expenses to be borne by Manager (set forth in Schedule A); and (iii) those expenses to be borne by Client (set forth in Schedule B). Operating Expenses shall include but shall not be limited to:

- 1) Wages of supervisory personnel assigned or allocated to the Parking Facility, attendants, lot checkers, clerical and audit staff and a charge from Manager for employee benefits including, but not limited to payroll taxes, social security, workers' compensation insurance, unemployment insurance, group health insurance, and retirement benefits, and a fee for administering such benefits.

Weekly hours for Lot Checker shall not exceed 5 hours, Maintenance Porter shall not exceed 2.5 hours, Administrative/Clerical shall not exceed 7.5 hours and Manager shall not exceed 2.5 hours unless otherwise approved in writing by Client;

- 2) Telephone expenses;
- 3) Business taxes, other than franchise taxes on income or profits;
- 4) License and permits;
- 5) Advertising and promotion costs;
- 6) Insurance to the extent required of Manager in this Agreement;
- 7) Sundry items such as uniforms, tickets and janitorial supplies;
- 8) Payroll processing and accounts receivable processing expense;
- 9) Voluntary settlement of patrons' claims for vehicle damage or loss of contents provided that the same has been authorized by Client and approved by Manager;
- 10) Normal maintenance and repairs of the Parking Facility including snow removal, repainting of stall markings, replacement or repair of signs and ticket dispensing equipment;

- 11) Legal or audit charges directly attributable to the operation of the Parking Facility other than those performed by the staff of Client or Manager if approved in advance by the Client;
- 12) Costs of special audits performed by Manager's staff auditor for the mutual benefit of Client and Manager; provided, however, that the time and manner of the taking of the audit is approved by Client in advance. Costs qualifying as Operating Expense shall be limited to a mutually agreed upon per diem rate and actual out-of-pocket expenses of the auditor during the period of an approved special audit;
- 13) Payment of the "deductible" amount of insurance claims settlement, and payment of claims in excess of policy limits;

II.

That paragraph 6.(f) be added to the Agreement to read in its entirety as follows:

- 6.(f) A copy of the energy consumption bill will be sent monthly to the Client directly from the energy company.

III.

That paragraph 6.(g) be added to the Agreement to read in its entirety as follows:

- 6.(g) Copies of all paid invoices will be included by Manager as part of the Monthly Report to Client.

IV.

That paragraph 7.(b) of the Agreement is hereby amended to read in its entirety as follows:

- 7.(b) Manager shall then pay to itself out of the Gross Revenue the following amount:

For each month commencing with the date of this Agreement an amount equal to five percent (5%) of the monthly Gross Revenues.

V.

That the terms, covenants, conditions, and provisions of said Amended Agreement, except as amended hereby, shall remain and continue in full force and effect and as amended hereby are ratified and confirmed.

EXECUTED in multiple copies as of the 28th day of NOVEMBER 2006.

Approved:

CLIENT

Ramsey County Regional Railroad Authority

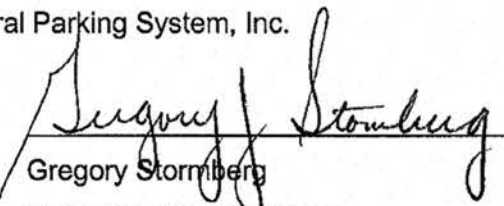
By: 
Assistant Ramsey County Attorney

By: _____
Rafael Ortega, Chair

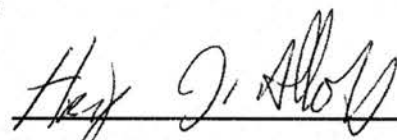
By: _____
Kathryn DeSpeigelaere, Director

MANAGER

Central Parking System, Inc.

By: 
Gregory Stormberg
Executive Vice President

Attest:


Henry J. Abbott
Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Fischer
Authorized Signature

1/29/07
Date

Board Action Requested

Approve contract amendment with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for an amount not to exceed Thirty-Two Thousand Five Hundred Nineteen Dollars and No Cents (\$32,519.00) for intergovernmental relations services for a period from February 15, 2007 to November 30, 2007; and authorize the Chair of RCRRA to execute the agreement.

ACTION IS REQUESTED

Request Justification

- See attached information:
- 1) Proposed resolution;
 - 2) Memorandum from Kathryn Fischer, dated January 29, 2007; and
 - 3) Proposed Contract Amendment.

Budgeting and Accounting

Kathryn AF

County Attorney

Wilma Mill

Risk Management

Documentation certified complete for:

February 6, 2007
Board Date

Angelique Taylor
Signature

1/29/07
Date

Ramsey County Regional Railroad Authority

6560 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 Fischer, Director

Subject: Contract with McGrann Shea

Date: January 29, 2007

The contract with McGrann Shea for state intergovernmental relations assistance expires on February 14, 2007. That contract was for a one year period at a cost of \$32,145 annually, or \$2679 per month.

The proposed contract is for \$32,519 for a period from February 15 to November 30, 2007. This amounts to \$3423 per month.

The proposed increase is the result of discussions about the amount of time that McGrann Shea is expending in work on Rail Authority issues.

RECOMMENDATION:

A resolution has been prepared for your consideration with the proposed contract amounts and time periods.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 6, 2007

No.: R07-

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 2007; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby approves the contract amendment with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered, in an amount not to exceed Thirty-Two Thousand Five Hundred Nineteen Dollars and No Cents (\$32,519.00), for a period from February 15, 2007 to November 30, 2007; and Be It Further

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

2

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
CONSULTANT SERVICES AGREEMENT**

The following is an agreement between **JOE BAGNOLI, SARAH PSICK, BILL McGRANN and McGRANN, SHEA, ANDERSON, CARNIVAL, STRAUGHN & LAMB, CHARTERED, 800 NICOLLET MALL, SUITE 2600, MINNEAPOLIS, MN 55402** (hereinafter the "**CONTRACTOR**") and **RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**, a political subdivision of the State of Minnesota, (hereinafter "**RRA**").

1. SCOPE OF SERVICES

CONTRACTOR, listed above shall provide the services as outlined below:

- A. On behalf of the RRA, CONTRACTOR agrees to provide services as a legislative representative and consultant to monitor the activities of the Minnesota Legislature with particular reference to financial, programmatic, policy, and organization issues of concern to the RRA.
- B. On behalf of the RRA, CONTRACTOR will work with the Chair of the RRA, and the RRA administrator to:
 - 1) Assist in the planning and development of the RRA's legislative agenda and strategy.
 - 2) Schedule and attend meetings with legislators, state agencies and other appropriate individuals or organizations when requested by the RRA.
 - 3) Foster relationships with the Governor, other Administration officials, key legislators and members of the Ramsey County Legislative Delegation.
 - 4) Develop and assist in implementing strategies related to objectives of RRA throughout the year. Such activities should include but are not limited to:
 - a) Direct lobbying of the Governor and his staff, legislators, legislative staff, state agency commissioners and staff.
 - b) Work on building coalitions with other interested organizations and individuals.
 - c) Work on organizing grassroots lobbying support from community activists and other interested citizens.
 - d) Other lobbying activities that will further RRA's current and future legislative agenda and strategy.
 - 5) Coordinate with Ramsey County Intergovernmental Relations staff in the Ramsey County Manager's Office.
 - 6) Furnish written report at the end of the session on outcomes achieved.
- C. On behalf of the RRA, Contractor will report to the RRA Administrator.

2. DELIVERY OF SERVICES

Services will be delivered from February 15, 2007 to November 30, 2007. The CONTRACTOR shall also perform these services during any special session of the Legislature.

3. PAYMENT

CONTRACTOR shall receive the sum of Thirty-Two Thousand Five Hundred Nineteen Dollars and No Cents (\$32,519.00) for performance of its obligations to be billed in monthly installments of Three Thousand Four Hundred Twenty-Three Dollars and No Cents (\$3,423.00) per month, starting February 15, 2007 to November 30, 2007.

CONTRACTOR shall submit an invoice monthly to the RRA after services are provided. Payment will be made within 35 days of receipt of a detailed invoice. Interest accrual and disputes regarding payment shall be governed by the provision of Minn. Stat. Section 471.425. Compensation for any services Contractor performs during any special session shall be included in the amounts stated herein, and contractor shall not be entitled to additional compensation for special session work.

4. INDEPENDENT CONTRACTOR

It is agreed that nothing contained in this Agreement is intended or should be construed as creating the relationship of agents, partners, joint venturers, or associates between the parties hereto or as constituting CONTRACTOR as the employee of the RRA for any purpose or in any manner whatsoever. The CONTRACTOR is an independent contractor and neither it, its employees, agents, nor representatives are employees of the RRA. From any amounts due the CONTRACTOR, there will be no deductions for federal income tax or FICA payments, nor for any state income tax, nor for any other purposes, which are associated with an employer-employee relationship unless required by law. Payment of federal income tax, FICA payments, and state income tax are the responsibility of the CONTRACTOR.

5. INDEMNIFICATION

CONTRACTOR shall indemnify, hold harmless and defend the RRA, its officials, employees, and agents from any and all liability, loss, costs, damages, expenses, claims or actions, including attorney's fees, which the RRA, its officials, employees, and agents may hereafter sustain, incur or be required to pay arising out of or by reason of any act or omission of CONTRACTOR, its agents or employees, in execution, performance, or failure to adequately perform CONTRACTOR's obligations pursuant to this Contract.

6. INSURANCE

The CONTRACTOR shall purchase and maintain such insurance as will protect the CONTRACTOR from claims which may arise out of or result from operations of the CONTRACTOR including but not limited to the following:

Worker's Compensation and Employer's Liability Insurance:

- 1) In accordance with the provisions of Minnesota Statutes Section 176.182 (1986), the CONTRACTOR agrees to provide acceptable evidence of compliance with the Worker's Compensation insurance coverage requirement of Minnesota Statutes Section 176.181, subdivision 2 (1986). Insurance shall include an all states or universal endorsement.

This section shall not be construed to create any liability on the part of the RRA or any governmental subdivision to pay Worker's Compensation benefits or to indemnify the special compensation funds, an employer, or insurer who pays Worker's Compensation benefits.

- 2) Employer's Liability insurance shall be written for minimum limits of \$500,000 per accident.

Comprehensive General Liability (CGL) insurance:

- 1) Bodily Injury and Property Damage (CSC)

Minimum Limits:

\$1,000,000 per occurrence
\$1,000,000 aggregate

- 2) The following coverages must be specifically insured and certified with no internal limits:
 - a) Premises and operations
 - b) Independent Contractor's contingent liability or owner's protective liability
 - c) Products/Completed operations liability
 - d) Contractual liability
 - e) Personal injury liability including coverages a through e and claims related to injuries sustained in the course of employment
 - f) Broad form property damage liability, or deletion of the "Care, Custody and Control Exclusion"

- 3) Contractual liability is to be either written on a blanket basis or specifically endorsed to acknowledge this contract. The CGL policy is to be written on an occurrence basis.

- 4) Professional Liability Insurance

Minimum Limits:

\$1,000,000 per occurrence

\$1,000,000 aggregate

- 5) Automobile Liability Insurance

- a) Minimum Limits:

\$1,000,000 combined single limit

- b) Owned, non-owned and hired auto

- 6) City or state license as required

Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's rating for the insurers shall be noted on the certificate of insurance or stated in writing by the insurance carrier, and shall not be less than an A+. Insurance carriers which do not carry a Best's rating may be allowed, subject to review and acceptance by the RRA.

All certificates of insurance shall provide that the insurance company shall give the RRA 30 days prior written notice of cancellation, non-renewal, or any material changes in the policy. On the certificate, the agency shall certify whether or not it carries errors and omissions coverage.

The above sub-paragraphs established minimum insurance requirements and it is the sole responsibility of the CONTRACTOR to purchase and maintain additional insurance that the CONTRACTOR feels may be necessary in connection with this contract.

The CONTRACTOR shall not commence work until the CONTRACTOR has obtained required insurance and filed an acceptable certificate of insurance with RRA and is approved by the Ramsey County Risk Manager. All insurance policies shall be submitted to RRA upon written request.

Nothing in this contract shall constitute a waiver by RRA of any statutory limits or exceptions on liability.

Independent Contractor Clause. For the purpose of this agreement, the CONTRACTOR shall be deemed to be an independent contractor and not an employee of the RRA. Any and all agents, servants or employees of the

CONTRACTOR or other persons, while engaged in the performance of any work or services required or provided for under this agreement, shall not be considered employees of RRA, and any and all claims, including those under the Worker's Compensation Act of the State of Minnesota that may or might arise on behalf of the CONTRACTOR, its agents, servants or employees as a consequence or any act or omission on the part of the CONTRACTOR its agents, servants, employees or other persons shall in no way be the obligation or responsibility of RRA. The CONTRACTOR, its agents, servants or employees shall be entitled to none of the rights, privileges, or benefits of RCRRRA employees/agents except as otherwise may be stated herein.

RRA, its officers, agents and employees shall be named as an additional insured on all liability policies with a cross suits endorsement for protection of the RRA.

7. WASTE REDUCTION

The CONTRACTOR shall participate in a recycling program for at least four broad types of recyclable materials and shall favor the purchase of recycled products in its procurement processes. All reports, publications and documents produced as paper, where commonly accepted publishing practices allow, shall use recycled and recyclable paper using soy-based inks, and shall be bound in a manner that does not use glue.

8. AUDIT

Until the expiration of three (3) years after furnishing of services pursuant to this Agreement, the CONTRACTOR, upon written request, shall make available to the RRA, the State Auditor, or RRA's ultimate funding source, a copy of this Agreement and the books, documents, records, and accounting procedures and practices of the CONTRACTOR relating to this agreement.

9. CANCELLATION

The RRA or CONTRACTOR may cancel this contract without cause by thirty (30) days written notice to the CONTRACTOR. The RRA may cancel this contract for cause by five days written notice to the CONTRACTOR. The CONTRACTOR may cancel this contract with 30 days written notice to the RRA. In the event of such a cancellation, CONTRACTOR shall be entitled to payment for work or services satisfactorily performed, as determined by an authorized representative of RRA.

10. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this Agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who qualifies and is available to perform the work to which such employment relates.

CONTRACTOR agrees to comply with all Federal, State, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. The CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to the RRA, upon request.

11. DATA PRACTICES

All data collected, created, received, maintained or disseminated for any purposes in the course of the CONTRACTOR'S performance of this Agreement is governed by the Minnesota Government Data Practices Act, Minn. Stat. 13.01 et seq. or any other applicable state statutes, any state rules adopted to implement the Act and statutes, as well as federal laws and regulations on data practices. The CONTRACTOR agrees to abide strictly by these statutes, rules and regulations.

12. NON-VIOLENT WORKPLACE

The CONTRACTOR shall make all reasonable efforts to ensure that CONTRACTOR's employees, officials and subcontractors do not engage in violence while performing under this contract. Violence, as defined by the Ramsey County Workplace Violence is any action that is the use of physical force, harassment, or intimidation or abuse of power or authority where the impact is to control by causing pain, fear or hurt.

13. WORKFORCE DIVERSITY

CONTRACTOR shall make good faith efforts throughout the term of this Contract, and any extensions thereof, to employ persons of color for all classifications of work under this Contract, and shall, when requested by RRA, submit a written report to the RRA regarding the efforts and results of such efforts, including employment by job classification.

14. CONFLICT OF INTEREST

While this agreement is in force, it is understood that CONTRACTOR will discuss with RRA any potential new client obligations which, in the opinion of RRA, may directly conflict with ongoing work on behalf of RRA. RRA has the right to cancel this agreement immediately if CONTRACTOR assumes a client obligation which, in RRA's estimation, conflicts with RRA's interests.

15. ENTIRE AGREEMENT

This agreement is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties relating to the services identified herein.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Rafael E. Ortega, Chair

Dated: _____

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Kathryn Fischer, Director

Dated: _____

CONTRACTOR

By: _____

Tax ID No.: _____

Dated: _____

Approval recommended:

INSURANCE APPROVED:

Risk Management

APPROVED AS TO FORM:

David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: _____

Account No. _____

Budgeting & Accounting

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Fischer
Authorized Signature

1/29/07
Date

Support request for \$1 million from state legislature for I-94 transit study.

ACTION IS REQUESTED

Request Justification

See proposed resolution and information attached.

Budgeting and Accounting

Kathleen A. G.

County Attorney

Will MacArthur

Risk Management

Documentation certified complete for:

February 6, 2007
Board Date

Angelique Taylor
Signature

1/29/07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 1 of 2)

WHEREAS, the Interstate 94 (I-94) Corridor is the principal east/west route for traffic thru Ramsey Washington, and St. Croix Counties connecting St. Paul to the eastern metropolitan area, and;

WHEREAS, the I-94 Corridor is experiencing robust employment and population growth, and;

WHEREAS, the I-94 Corridor is experiencing increasing levels of congestion, reducing mobility in the corridor, and;

WHEREAS, there are no planned highway improvements to the I-94 Corridor in the Metropolitan Council's 2030 Transportation Policy Plan, and;

WHEREAS, the Minnesota Department of Transportation has identified I-94 as a high priority Interregional Corridor and is supportive of planning for mobility improvements in the Corridor, and;

WHEREAS, the Ramsey County Regional Railroad Authority recognizes the need to plan for mobility improvements in the I-94 Corridor, and;

WHEREAS, this planning should take a multi-modal, highways and transit, approach to maintaining Corridor mobility, and;

WHEREAS, maintaining mobility is necessary for the continued prosperity and economic vitality of residents, businesses, and commuters throughout the Eastern Metropolitan area, and;

WHEREAS, the first step in planning for a multi-modal I-94 Corridor is to complete a Transportation Feasibility Analysis which includes analyzing highway and transit improvements.

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

1

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

(Page 2 of 2)

NOW THEREFORE BE IT RESOLVED, that the Ramsey County Regional Railroad Authority supports the multi-modal evaluation of the I-94 Corridor and a request of \$1 million in State funds for the completion of the I-94 Transportation Feasibility Analysis, which will include a transit feasibility study from Union Depot in St. Paul through Ramsey, Washington and St. Croix Counties

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

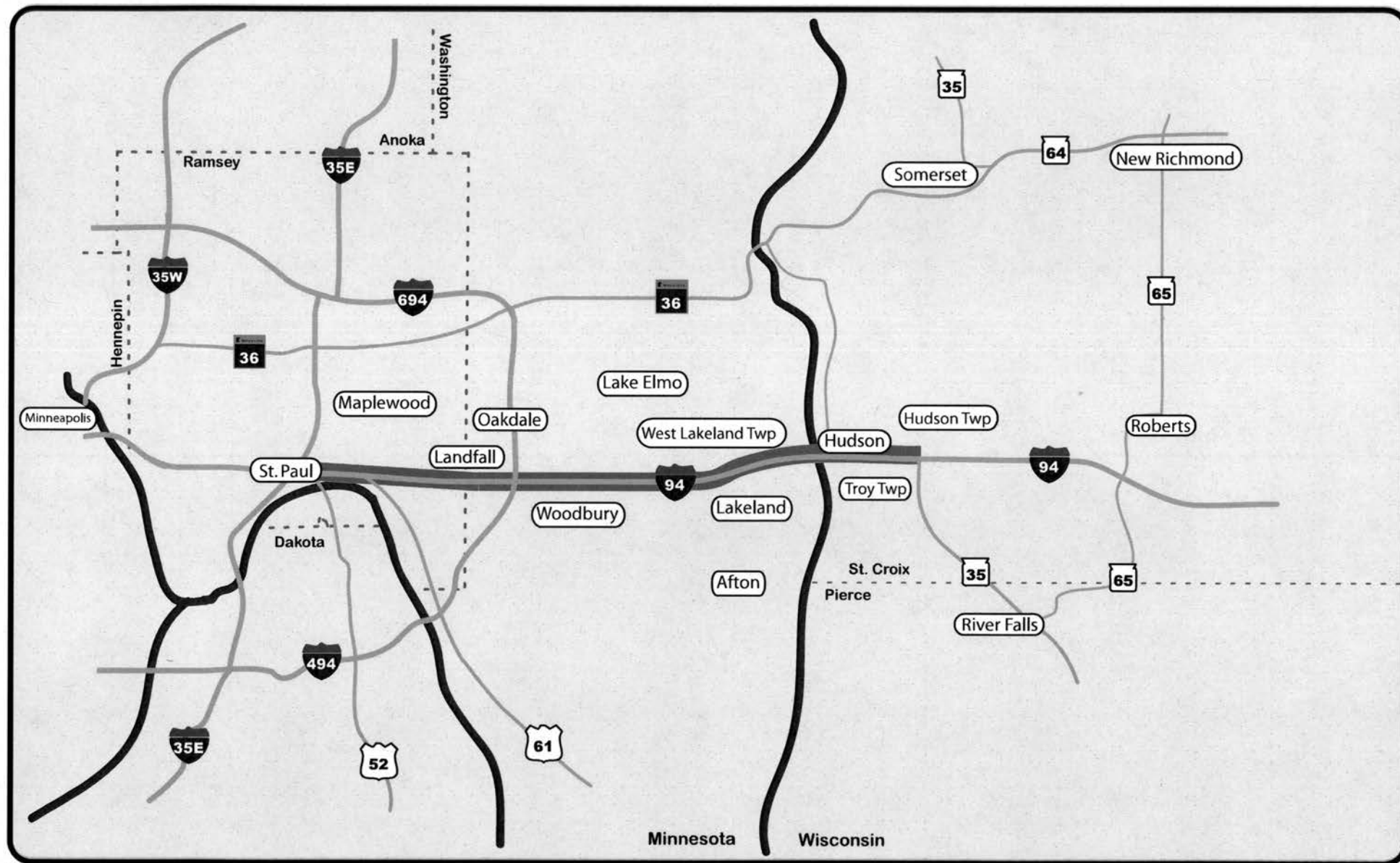
Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

2



Transportation Corridor





I-94 Transportation Corridor Information Sheet

The I-94 Transportation Corridor originates in St. Paul and travels 20 miles east to Hudson, Wisconsin. I-94 is the principal east/west connection between Ramsey, Washington, and St. Croix Counties, connecting St. Paul to the eastern metropolitan area.

Corridor Length

20 miles

Corridor Population*

450,000

*MN data, 2000 Census; WI data, 2004 state estimates

Corridor Employment*

82,000

*US Census LED website: St. Paul CBD to St. Croix River, 1 mi north/south of I-94

I-94 Traffic Volumes (2004)*

Location	Volume	Comparable to
TH 12	57,700	TH 10, Anoka
STH 35	66,100	TH 169, Brooklyn Park
St. Croix River Bridge	82,000	I-94, Rogers
I-494/694	105,000	I-94, Maple Grove
TH 61	130,000	I-394, Golden Valley
I-35 E	161,000	I-35W, South Minneapolis

*Source: Mn/DOT and WisDOT

Transit Service

Routes

3 to Minneapolis (express)

6 to St. Paul (3 local, 3 express)

Amenities

Sunray Transit Center

Highway Improvements

No improvements to I-94 from St. Paul to the St. Croix River are identified prior to 2030.

I-94 Transportation Corridor Coalition

Purpose and Need:

A coalition is needed to lead, coordinate, and promote the I-94 Transportation Corridor. This Coalition would be made up of representatives of the agencies along the corridor and would be responsible for such things as directing Corridor activities and disseminating information to the general public, legislators, and their respective boards/councils.

The purpose of this Coalition would be to guide a joint planning effort that will result in a transportation system that provides benefit to corridor residents, the traveling public, and promotes the stewardship of the public infrastructure and future land use development. This will be accomplished through coordinated programming of transportation systems through 2030 by an interactive process such that the transportation system is capable of supporting land use and development in the eastern metropolitan area.

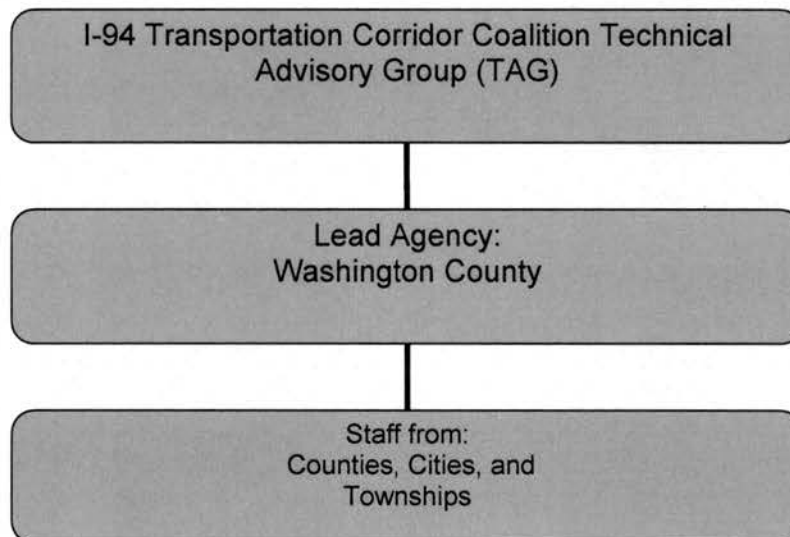
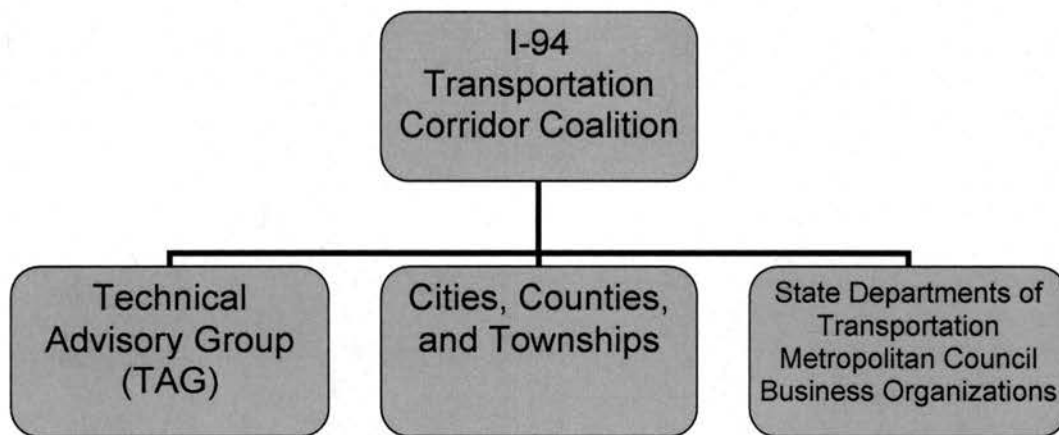
Corridor Definition:

The I-94 Transportation Corridor begins in downtown St. Paul and extends eastward generally along I-94 to Western Wisconsin. It encompasses the Counties of Ramsey, Washington, and St. Croix (WI) and the Cities of St. Paul, Maplewood, Landfall, Oakdale, Woodbury, Lake Elmo, Afton, Lakeland, Lakeland Shores, Hudson (WI), and the Townships of West Lakeland, Hudson (WI), and Troy (WI).

Coalition Structure:

The Coalition will be made up of elected officials from the Counties, Cities, and Townships. Additional members may come from State Departments of Transportation, Metropolitan Council and Business Organizations. Members will determine the goals and objectives for the corridor and how to best achieve them. The Coalition will be responsible for making policy level decisions that impact the entire corridor.

Members will designate a staff member to be part of the Technical Advisory Group (TAG). The TAG will be responsible for handling the day-to-day operations of the Coalition, managing consultants, corridor management/administration, and providing technical expertise to the Coalition throughout the corridor development process. At this time Washington County is proposed to be the lead staffing agency for the Coalition.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Fischer
Authorized Signature

1/29/07
Date

Federal 2008 appropriations requests.

ACTION IS REQUESTED

Request Justification

See proposed resolution attached.

Budgeting and Accounting

Kathleen Alf

County Attorney

William M. Miller

Risk Management

Documentation certified complete for:

February 6, 2007
Board Date

Angelique Taylor
Signature

1/29/07
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 the Ramsey County Regional Railroad Authority requests federal 2008 appropriations for:

(1) Central Corridor: Preliminary and advanced engineering

Amount of request: \$15 million

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

Amount of request: \$5 million

(3) Rush Line Corridor: Design, construction of park ride facilities and funding for startup of commuter bus service

Amount of request: \$5 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

7

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K Fischer
Authorized Signature

1/29/07
Date

Cambridge Line presentation.

DISCUSSION ONLY

Request Justification

Dave Christianson will present a Cambridge line update at February 6, 2007 meeting.

Budgeting and Accounting _____

County Attorney _____

Risk Management _____

Documentation certified complete for:

February 6, 2007
Board Date

Angelique Taylor
Signature

1/29/07
Date

Passenger Rail—North: Potential Line Between the Twin Cities and the Twin Ports





The Tinklenberg Group

The interchange of strategies and solutions

Passenger Rail - North

Connecting Communities from
the Twin Ports to the Twin Cities



Passenger Rail - North



January 15, 2007

The Tinklenberg Group

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Passenger Rail – North: Resumption of Rail Service Between the Twin Cities and the Twin Ports

Introduction and Frequently Asked Questions

With a reasonably modest investment, the corridor stretching from Minneapolis, through northern Anoka County, and on to the Twin Ports could be providing rides for thousands each day via passenger rail in stress-free, attractive, and reliable service unaffected by traffic gridlock or weather. This commuter and inter-city rail line concept would not only aid travel to workplaces in downtown Minneapolis or St. Paul, but also serve as an impetus for town center redevelopment around stations in the cities along the route. The reinstatement of passenger rail service can make growth in the suburbs and out-state Minnesota more focused, and offers people a long list of appealing destinations without having to resort to a long car trip and the headaches of parking and congestion.

What is the difference between commuter rail and inter-city rail?

Commuter Rail trains usually provide weekday rail service from suburbs or other locations that draw large numbers of people into a central business district area.

Inter-City Rail services are express passenger train services which cover longer distances than commuter trains.

Integrated Services offer a complimentary combination of inter-city and commuter rail services that would provide savings in operating costs, investments, and increase travel options.

What are the benefits of commuter rail?

Commuter rail offers people the opportunity to avoid congested, overused roads. Travel time via rail is unaffected by weather, as well as slow, erratic and unpredictable highway traffic flows. It is reliable, predictable, fast and stress-free, all while saving travel costs and lowering energy use. Additionally, commuter rail offers you the ability to access a full "other" transportation network



Elwyn Tinklenberg
president

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elwyntinklenberg@tinklenberggroup.com
phone • 763-783-1288
fax • 763-780-9478

98 central ave. n. • suite 202 • minneapolis, mn 554

Passenger Rail - North

Connecting Communities from
the Twin Ports to the Twin Cities



The Tinklenberg Group
The interchange of strategies and solutions

Passenger Rail - North



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What is Passenger Rail - North?

- Passenger rail between the Twin Cities and the Twin Ports
- Using the existing Burlington Northern Santa Fe Railway lines
- Integrating inter-city and commuter rail services



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BNSF Railway




Lake Superior Railroad Museum - Historic Union Depot, Duluth, MN
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Commuter Rail vs. Inter-city Rail

- **Commuter Rail**
 - Weekday peak period work trips
- **Inter-city Rail**
 - Daily, limited-stop long distance service
- **Integrated Services**
 - Combination of above services, with complementary schedules and stops to maximize weekday commuting options

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Why Commute by Car?

- Freedom of time and route
- Convenience of unlimited destinations
- Your "personal space"
- Lowest cost transportation for a car-full of travelers

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Why Not Commute by Car?



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Lake Superior Railroad Museum - Historic Union Depot, Duluth, MN

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Why Not Commute By Car

- Roads have run out of capacity
- Congestion slows speeds, reliability
- Heavy traffic exerts stress on drivers
- Money and space becoming prohibitive in expanding roads
- Normal commuter is one person per car
- Land is eaten up for parking-runoff, air pollution, poor use of valuable land

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Why Commuter Rail?

- Avoid congested, overused roads
- Highway traffic flow and weather have no effect on rail travel
- Rail is reliable, predictable, fast, stress-free
- Lower energy use, less pollution
- Focus for development/redevelopment
- Use existing infrastructure
- Less pressure on land use
- Accesses a full "other" transportation network

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A Commuter's Convenience: The Transportation Network

- At the end of the ride, commuter rail in the Twin Cities connects to:
 - The Skyways
 - Hiawatha Light Rail Line-Airport & Mall
 - Northstar
 - Local Bus Transit
 - Express Buses between Downtowns and Suburbs
 - Car sharing networks

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Why Inter-City Rail?

- Infrastructure already in place
- Saves travel costs, energy use
- Town center redevelopment can revitalize downtowns
- Downtown and travel destination can be new community focus

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Energy Savings

- Current public transportation usage reduces U.S. gas consumption by **1.4 billion gallons** each year¹
 - 300,000 fewer cars filling up daily
- Express bus can average 80 passenger MPG
- Passenger car averages 20 MPG
- Commuter rail can exceed 100+ passenger MPG

¹ Public Transportation and Petroleum Savings in the U.S.

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Travel Cost for a Commute

- Average cost per mile in a car - \$.55 plus parking (AAA)
 - 45 miles per day = \$24.75 per day
- National Averages – Usually close to Minnesota experience
- Average cost per passenger mile in commuter rail - \$.40 (FTA-NTD)

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Transportation Costs

- Families earning under \$50,000 in the Twin Cities area pay more for transportation than housing
 - 30% of budget is transportation costs
- 2-adult "public transportation household" saves average of \$6,251 per year²

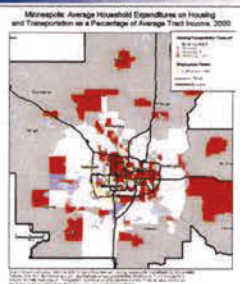
² Public Transportation and Rent House Savings in the U.S.

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Transportation & Housing Costs



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Rail Corridor

Included communities

- Minneapolis, Fridley, Andover, Bethel, Isanti, Cambridge, Braham, Mora, Pine City, Hinckley, Sandstone, Superior, Duluth, extensions to St. Paul, Two Harbors



St. Paul Union Depot

Good condition BNSF main line

- FRA Class 3

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Rail Corridor

Destinations and Connections

- Business
- Recreation
 - Mall of America, new Twins stadium, museums, parks & trails, North Shore, casinos
- Travel
 - Northstar, Hiawatha, Airport
 - Buses, taxis, car-sharing fleets



Historic Union Depot - Duluth

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Travel Possibilities

AMTRAK



Lake Superior Railroad Museum - Historic Union Depot, Duluth, MN



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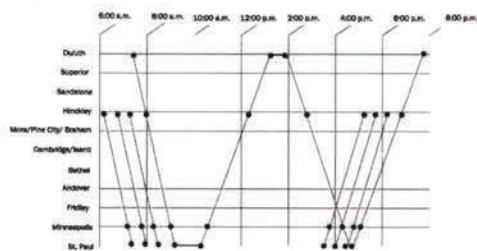
Travel Possibilities



Lake Superior Railroad Museum - Historic Union Depot, Duluth, MN
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Example of Daily Run



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Stations-Future Growth

- Station can serve transit center and community center functions
- Town center redevelopment can revitalize downtowns and rail corridors
 - Downtown and travel destination can be new community focus
- Mixed use, walk-able, people-friendly residential and business areas possible

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Revitalized West End, Texas



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Reasons to Consider

- Hiawatha LRT unrivalled success
- Northstar Commuter Rail under way
- Downtown Minneapolis station, connections will exist by 2009
- St. Paul Union Depot open by 2011
- County Regional Railroad Authorities in place

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Reasons to Consider

- Growth to continue, beyond road system capacity
- Growth along Corridor; 2030 and beyond
 - Build up communities along corridor
 - Open space interspersed

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Northstar Station - Minneapolis



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Coalescing the Support

- Consistent grassroots support for commuter, inter-city rail
- Several counties already investing in effort to focus support
- Need corridor group to steer efforts, planning, engineering - like Northstar
- Address operating and system governance issues for long term

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Start-Ups

- Inter-city rail startup under AMTRAK contract could begin in 1-4 years
- Line improvements to raise speeds in same term
- Commuter rail startup with FTA assistance in 6-10 years

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Results

- Better transportation options, more capacity in system
- Revitalized local communities
- More livable and workable city and region
- Greater competitiveness
- Improved Minnesota lifestyle

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Next Steps: How You Can Participate

- Sign Joint Powers Agreement
- Participate in Feasibility Study



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Project Partners



REGIONAL RAILROAD AUTHORITY
St. Louis & Lake Counties

The Tinkenberg Group
The Partnership of Strategy and Creativity

January 15, 2007

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Passenger Rail – North: Resumption of Rail Service Between the Twin Cities and the Twin Ports

Introduction and Frequently Asked Questions

With a reasonably modest investment, the corridor stretching from Minneapolis, through northern Anoka County, and on to the Twin Ports could be providing rides for thousands each day via passenger rail in stress-free, attractive, and reliable service unaffected by traffic gridlock or weather. This commuter and inter-city rail line concept would not only aid travel to workplaces in downtown Minneapolis or St. Paul, but also serve as an impetus for town center redevelopment around stations in the cities along the route. The reinstatement of passenger rail service can make growth in the suburbs and out-state Minnesota more focused, and offers people a long list of appealing destinations without having to resort to a long car trip and the headaches of parking and congestion.

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What are the benefits of commuter rail?

Commuter rail offers people the opportunity to avoid congested, overused roads. Travel time via rail is unaffected by weather, as well as slow, erratic and unpredictable highway traffic flows. It is reliable, predictable, fast and stress-free, all while saving travel costs and lowering energy use. Additionally, commuter rail offers you the ability to access a full “other” transportation network, including skyways, LRT, local buses, express bus services, taxis and car-sharing services.

What are the benefits of inter-city rail?

In this case the infrastructure is already in place to offer inter-city rail along the entire length of the corridor. Travel by train not only saves travel costs and energy use, but offers a fast, comfortable and scenic long-distance trip to your favorite destinations. Town center redevelopment can revitalize small and mid-size downtowns along the route, and their stations can become a new community focus.

What cities would be station sites?

While this has yet to be determined, possible sites and redevelopment locations include North Minneapolis, Fridley, Andover, Bethel, Cambridge/Isanti, Mora/Pine City/Braham, Hinckley, Sandstone, Superior, Duluth and Two Harbors.



What is an example of how commuter and inter-city rail could run together?

Up to two inter-city trains per day would operate on a competitive schedule between the Twin Cities and the Twin Ports, supplemented by several commuter runs each weekday peak period to carry people to their jobs.

A weekday example: A commuter train could leave Hinckley at 6:15, 6:45 and 7:30 each morning, stopping at stations along the way, and arriving in Minneapolis at 7:30, 8:00 and 8:45 respectively, in time to get commuters to work. An inter-city train would leave Duluth at 7:00, service commuters close to the Twin Cities, and arrive in Minneapolis at 9:30, in time for morning meetings, or a day in the Twin Cities.

That inter-city train would then return northbound, leaving the Twin Cities at 10:00, stopping in Hinckley at 11:15 and arriving in Duluth by 12:30. An afternoon run would travel back to the Twin Cities, then become part of the outbound commuter "rush" delivering people home in time for dinner, and continuing on to the Twin Ports.

What else would this rail line connect to?

With this rail service, you can connect to Northstar and Hiawatha lines, as well as the MSP Airport, the Mall of America, Grand Casino, state parks, museums, the North Shore, and revitalized downtowns between the Twin Cities and the Twin Ports – providing for a long list of business *and* recreational opportunities.

Who is involved in this project to date?

St. Louis & Lake County Regional Railroad Authority, Anoka County, the City of Duluth, and other interested parties are actively working to move this initiative forward. The Tinklenberg Group has been commissioned to direct part of this effort, and has a presentation available to cities, counties, civic groups, and others who would like to hear about and discuss this project.

Could existing tracks be used?

Yes. The existing BNSF line, the only remaining active link between these areas after the railroad route consolidations of the 1970's and 1980's, is active in freight service and maintained at very good levels.

How will this effort be organized?

We are working to develop a structure for a corridor coalition that would oversee the development of this rail line service. Both public and private entities along the corridor will be invited to actively participate in the coalition.

Twin Cities-Duluth Passenger Rail: Highlights from Draft Joint Powers Agreement

Joint Powers Agreement (JPA) Participants

The JPA participants are expected to be the Minnesota counties of: Anoka, Carlton, Hennepin, Isanti, Kanabec, Lake, Pine, Ramsey and St. Louis, along with the county of Douglas, Wisconsin.

Voting Structure

It is suggested that a 34 member governing board shall be selected and composed of members with voting powers as follows:

- Anoka County— 5 votes
- Hennepin County— 5 votes
- St. Louis/Lake County— 5 votes
- Ramsey County— 4 votes
- Carlton County— 3 votes
- Douglas County— 3 votes
- Isanti County— 3 votes
- Kanabec County— 3 votes
- Pine County— 3 votes

A minimum of eighteen (18) votes present at a governing board meeting shall constitute a quorum for the transaction of business, except that a lesser number may adjourn for lack of a quorum. A minimum of sixteen (16) votes of the governing board meeting is required to take action.

Feasibility Study

St. Louis County is leading the initiative to produce the Feasibility Study, and managing that portion of the process.

Contributions

Contributions are expected from all participants, though the amount varies among the counties.

Anoka County—	\$120,000 committed
Lake/St. Louis Counties -	\$170,000 committed
Hennepin County -	\$100,000 requested
Ramsey County -	\$50,000 requested

The remaining counties are each expected to contribute to the effort in the \$10,000-\$15,000 range.

While they have no voting rights, the Mille Lacs Band of Ojibwe has contributed \$10,000 to date, and additional contributions are expected.

Draft Budget

Technical Feasibility Study -	\$350,000
Administration & Communications*—	<u>\$235,000</u>
	\$585,000

**Includes: Organization and administration, membership development, development of a JPA, meeting logistics, presentation materials, quarterly newsletter, development and maintenance of website, media kit, legislative/congressional materials and community outreach.*



JOINT POWERS AGREEMENT FOR THE MINNEAPOLIS-DULUTH PASSENGER RAIL CORRIDOR COALITION

The parties to this agreement are governmental units of the State of Minnesota and the State of Wisconsin. This agreement is made and entered into pursuant to Minnesota Statutes, 1999, Section 471.59

WITNESSETH:

WHEREAS, the Counties of Anoka, Carlton, Hennepin, Isanti, Kanabec, Lake, Pine and St. Louis, and County of Douglas, Wisconsin, all of whom directly border on or encompass a portion of the Minneapolis-Duluth rail corridor, hereby agree to form the Minneapolis-Duluth Passenger Rail Corridor Authority, and

WHEREAS, the parties to this agreement recognize the need under state law for the creation of a joint powers agency to commence a collaborative effort to discuss, study, plan, identify and address commuter and intercity rail transportation and other physical land use and community planning issues associated with the implementation of passenger rail service; and

WHEREAS, there are opportunities for a variety of multi-modal transportation improvements in the Minneapolis-Duluth corridor, including roadway improvements, commuter and intercity passenger rail, freight rail, multi use paths and Intelligent Transportation Systems (ITS); and

WHEREAS, the Authority intends to utilize this information to guide and support development and implementation of passenger rail service and essential transportation and infrastructure improvements along the Minneapolis-Duluth corridor; and

WHEREAS, the corridor serves as a critical link between the Twin Cities metropolitan area and the communities in the corridor from Minneapolis, northeast to the Duluth and Wisconsin area; and

WHEREAS, such communities wish to collaboratively plan for multi-modal transportation improvements to the corridor and for the related land use and development impacts.

NOW THEREFORE, on the basis of the premises and the mutual covenants hereinafter set forth, the parties hereto agree as follows:

ARTICLE 1 – CREATION OF AGENCY

There is hereby created a Joint Powers Board to be known as the Minneapolis-Duluth Passenger Rail Corridor Authority (AUTHORITY) which shall be a public entity separate and apart from any MEMBER AGENCY. The AUTHORITY shall be governed by the terms of this Joint Powers Agreement and any bylaws passed and adopted by its GOVERNING BOARD.

The Executive Director of the AUTHORITY shall cause to be filed a notice of this AGREEMENT with the office of the Secretary of State within 30 days of its effective date, as required by Section X of the Joint Powers Act.

ARTICLE 2 – DEFINITIONS

For purposes of this agreement the terms defined in this Article have the meanings given them.

- 2.1 "Agreement" means this agreement.
- 2.2 "Governing Board" means the Board of Directors created by this AGREEMENT.
- 2.3 "Governing body" means the County Board, City Council or other governing body of a member.
- 2.4 "Governmental unit" means a county, a home rule city, a statutory city, a housing and redevelopment authority, or an economic development authority.
- 2.5 "Member" means a governmental unit that is a party to this agreement and is in compliance with and in good standing under this agreement.
- 2.6 "The Minneapolis-Duluth Passenger Rail Authority" means the organization established by this agreement.
- 2.7 "Executive Committee" means a group consisting of ten members or alternates from the Board of Directors, including one representative from a city, a town, a county and a regional railroad authority, as well as the Chair of the AUTHORITY.
- 2.8 "General Assembly" means a group made up of any or all agencies and/or individuals with an interest in the Minneapolis-Duluth passenger rail corridor.

ARTICLE 3 – PURPOSE

The general purpose of this AGREEMENT is to:

- 3.1 Create an organization through which the members that are parties may jointly and cooperatively plan for and maximize the opportunities for establishing commuter and intercity rail between Duluth and Minneapolis through a system of collaboration, pursuant to Minnesota Statutes, 1994, Section 471.59.
- 3.2 Analyze the feasibility and environmental impacts of integrated transportation improvements along the Minneapolis-Duluth corridor, including commuter, intercity and freight rail, roadway improvements, recreational trails, Intelligent Transportation Systems (ITS), safety and related land use issues.
- 3.3 The method of accomplishing the purpose of this AGREEMENT is the establishing of the Minneapolis-Duluth Passenger Rail Authority to provide a mechanism whereby the parties can jointly address the need for enhanced transportation along the corridor, congestion relief, decreased traveling time, and systematic land use and development planning.

ARTICLE 4 – POWERS OF THE AUTHORITY

The AUTHORITY is hereby authorized to exercise such powers as are necessary for the accomplishment of the purposes of the AGREEMENT and to fulfill its duties as identified in Article 5.0. The AUTHORITY shall not have the power to levy property taxes nor the power to issue bonds; the AUTHORITY shall have the power in its own name to undertake the following:

- 4.1 To exercise in the manner provided by this AGREEMENT the powers common to each of the voting members and necessary to the accomplishment of the purposes of this AGREEMENT. Powers common to each of the members shall include any powers granted to all members by legislative amendment subsequent to the date of this AGREEMENT.
- 4.2 To make and enter into contracts necessary or proper for the exercise of its powers or the fulfillment of its duties and enforce such contracts to the extent available in equity or at law. The AUTHORITY may approve any contract relating to this AGREEMENT up to the amount approved in the annual budget, and may authorize the Chair of the AUTHORITY to execute those contracts. No payment on any invoice for services performed by a consultant or any other person or organization providing service in connection with this AGREEMENT shall be authorized unless approved by the Executive Committee.
- 4.3 To employ agents and employees and discipline or discharge personnel required to accomplish the purpose of the AGREEMENT.
- 4.4 To sue and be sued in its own name.
- 4.5 To incur debts, liabilities and obligations. However, the debts, liabilities and obligations of the AUTHORITY shall not constitute any debt, liability, or obligation of any of the agencies who are parties to this AGREEMENT.
- 4.6 To apply for and accept grants, gifts or loans of money for financial aid pursuant to any applicable state or federal statutes.
- 4.7 The AUTHORITY shall have the power to adopt such by-laws that it may deem necessary or desirable for the conduct of the business of the AUTHORITY. Such by-laws shall be consistent with the AGREEMENT and any applicable laws or regulations and shall address the requirements for a quorum of the AUTHORITY.
- 4.8 The AUTHORITY may purchase insurance as is deemed advisable and may take action to enforce its rights in equity or in law.

ARTICLE 5 – DUTIES OF THE AUTHORITY

The duties of the AUTHORITY shall include the following:

- 5.1 The AUTHORITY shall receive and manage (funds) in accordance with all applicable rules, regulations and other requirements by the Federal Railroad Administration or Federal Transit Administration as appropriate.

- 5.2 The AUTHORITY shall assess the need for and analyze the feasibility of multimodal transportation improvements in the Corridor, including commuter, intercity and freight rail, roadway improvements, recreational trails, Intelligent Transportation Systems (ITS), safety and related land use issues.
- 5.3 The AUTHORITY shall establish advisory committees and task forces as needed for the purpose of receiving public input and shall identify appropriate interested parties, and develop guidelines for public participation.
- 5.4 The AUTHORITY shall conduct environmental evaluations, as required by law.
- 5.5 The AUTHORITY shall coordinate its activities as necessary with Burlington Northern Santa Fe Railroad, the Minnesota Department of Transportation, affected airports, the ports of Duluth and Superior and other necessary entities.
- 5.6 The AUTHORITY shall prepare reports addressing implementation issues, including but not limited to ownership, operation, construction, start-up and financing. The AUTHORITY shall also prepare a report addressing the on-going implementation responsibilities of the AUTHORITY, if any, and shall make recommendations regarding the composition, powers and duties of the AUTHORITY for implementation.

ARTICLE 6 – MEMBERSHIP

- 6.1 Any county governmental unit bordering or in close proximity to the Burlington Northern Santa Fe rail line between Minneapolis and Duluth is eligible to be a member of the AUTHORITY.
- 6.2 The initial eligible members of the AUTHORITY are the Counties of Anoka, Carlton, Douglas, Hennepin, Isanti, Kanabec, Lake, Pine, Ramsey and St. Louis, and County of Douglas, Wisconsin.
- 6.3 A governmental unit other than initial members may be eligible to participate if approved by the AUTHORITY. The terms and conditions of this AGREEMENT shall be effective as to an eligible participant when the AGREEMENT has been executed by the duly authorized representatives of that party.

ARTICLE 7 – ROLE OF MEMBER AGENCIES

While the AUTHORITY will oversee the implementation of the intercity and commuter rail projects, the support of the MEMBER AGENCIES is required. This support will involve the following types of actions:

- 7.1 Staff Support shall be provided by the MEMBER AGENCIES to assist in related studies, helping local cities plan for station locations, managing special design/construction work wanted solely by one MEMBER AGENCY and obtaining necessary permits and other local approvals.

- 7.2 Contract and Special Financial Support shall be provided by the MEMBER AGENCIES to assure that the AUTHORITY'S actions are implemented quickly and efficiently, the project is managed properly on a local level, and required payments are handled in a timely manner.
- 7.3 Policy Support shall be provided by the MEMBER AGENCIES to either approve, or respond quickly to, any recommendations made as to funding shares, specific planning decisions, and other policy areas.

ARTICLE 8 – STRUCTURE AND PROCEDURES

8.1 GOVERNING BOARD

All powers of the AUTHORITY shall be exercised by up to a thirty (34) member GOVERNING BOARD. The GOVERNING BOARD shall be selected and composed of members with voting powers as follows:

- 8.1.1 Five votes for Anoka County;
- 8.1.2 Five votes for Hennepin County;
- 8.1.3 Five votes for St. Louis/Lake County;
- 8.1.4 Four votes for Ramsey County;
- 8.1.5 Three votes for Carlton County;
- 8.1.6 Three votes for Douglas County;
- 8.1.7 Three votes for Isanti County;
- 8.1.8 Three votes for Kanabec County;
- 8.1.9 Three votes for Pine County.

8.2 Selection of Voting Members

- 8.2.1 Members of the AUTHORITY GOVERNING BOARD shall be selected from members of the governing boards of the MEMBER AGENCIES or alternates appointed by the governing board of each MEMBER AGENCY by resolution, to serve on the AUTHORITY for a period commencing with the execution of the AGREEMENT until January 15, 2009.
- 8.2.2 Each MEMBER AGENCY shall have the ability to cast up to the number of votes allocated to it and shall determine who and how many will represent it. The representative must be an elected official of the governmental unit. The alternate may be an elected official or a staff person. Counties may grant the power to exercise one or more of their votes to a municipality within their county jurisdiction.

8.2.3 Each representative and alternate shall be appointed for two year terms, beginning January 15, by resolution of the appointing governing body. In the event that any representative or alternate shall not have been appointed by January 15 in any year, the incumbent representative shall serve until a successor has been appointed. Removal of any representative or alternate during the term for which the representative had been appointed may be done at a any time but shall be done only by resolution of the appointing governing body. Resolutions of any governing body under this section shall be filed at the Office of Administration located at the County Courthouse and/or Government Center for each respective County member.

8.3 Ex-Officio Members of the GOVERNING BOARD

The GOVERNING BOARD may authorize the inclusion of the ex-officio members of the GOVERNING BOARD. Such members may participate in all activities of the GOVERNING BOARD but will not have voting privileges.

8.4 Chair and Vice Chair

The AUTHORITY shall elect a Chair and Vice Chair from its membership at its first regular meeting. The Chair and Vice Chair shall be elected by the AUTHORITY from its membership for a two year term. The Chair shall reside at all meetings of the AUTHORITY, may establish such subcommittees as may be needed from time to time and shall perform other duties and functions of the Treasurer as provided for in the by-laws. If both Chair and Vice Chair are absent, the AUTHORITY may elect a temporary chair to conduct its business, provided a quorum is present.

8.5 Executive Committee

The AUTHORITY shall establish an Executive Committee of the AUTHORITY consisting of ten members or alternates, including one representative from a city, a town, a county and a regional railroad authority, as well as the Chair of the AUTHORITY. In establishing the Executive Committee, the AUTHORITY shall consider geographic balance in the representation on the Committee. The Executive Committee shall be responsible for approving invoices within approved contract amounts, addressing personnel issues and performing such other duties as set forth in the AUTHORITY's by-laws. Alternates must also be selected by resolution of the GOVERNING BODY.

8.6 Working Group

Each member governmental unit may provide staff support to the AUTHORITY, subject to the approval of the member governmental unit.

8.7 Vacancies

If an appointment of any representative or alternate is vacated before the end of the term, the vacancy shall be filled by appointment by the appropriate appointing governing body. Vacancies shall be filled within thirty (30) days of their occurrence. A vacancy shall be deemed to have occurred when any of the conditions specific in Minn. Stat. § 351.02 exist, or if a representative fails to qualify or act as an elected official.

8.8 Minutes

The Secretary of the GOVERNING BOARD shall cause minutes of regular, adjourned regular and special meetings to be kept, and shall, after each meeting, cause a copy of the minutes to be forwarded to each member of the AUTHORITY.

8.9 Quorum and Voting

A minimum of eighteen (18) votes present at a GOVERNING BOARD meeting shall constitute a quorum for the transaction of business, except that a lesser number may adjourn for lack of a quorum. A minimum of sixteen (16) votes of the GOVERNING BOARD is required to take action.

8.10 Meetings

An initial organizational meeting of the AUTHORITY shall be held at the (TBD - location) on the (TBD - date) at (TBD - time). Thereafter, the AUTHORITY shall meet at regular meetings at such times and places as the AUTHORITY shall establish in its bylaws. Special meetings may be held on reasonable notice by the Chair or any two representatives upon terms and conditions as the AUTHORITY may determine.

8.10.1 Meetings of the GOVERNING BOARD

The GOVERNING BOARD shall provide for its regular meetings provided that it shall hold at least one regular meeting in each quarter of each year and such further meetings as may be reasonable depending upon the pressure of business. The dates upon which and the hour and place at which any regular meeting shall be held shall be fixed by resolution and a copy of such resolution shall be filed with each MEMBER AGENCY.

8.10.2 Meetings of the Executive Committee

The EXECUTIVE COMMITTEE shall meet regularly on a monthly basis and such further meetings as may be necessary to carry out duties and functions of the AUTHORITY.

8.10.3 Meetings of the General Assembly

The GENERAL ASSEMBLY shall meet twice each year.

ARTICLE 9 – LIABILITY OF AGENCY, OFFICERS AND EMPLOYEES

The debts, liabilities, and obligations of the AUTHORITY shall not be the debts, liabilities and obligations of the MEMBER AGENCIES. The GOVERNING BOARD members of the AUTHORITY, and officers, employees, and staff of the AUTHORITY shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this AGREEMENT. They shall not be liable for any mistakes of judgment or any other action made, taken or omitted by them in good faith, nor for any action with reasonable care, nor for loss incurred through investment of joint powers agency funds, or failure to invest. No GOVERNING BOARD member, officer or employee shall be responsible for any action taken or omitted by any other director, officer or employee. No director, officer or employee shall be required to give a bond or other security to guarantee the faithful performance of his or her

duties pursuant to this AGREEMENT. The AUTHORITY shall indemnify and hold harmless the individual GOVERNING BOARD members, officers and employees for any action taken lawfully and in good faith pursuant to this AGREEMENT. Nothing in this section shall be construed to limit any defenses available to the AUTHORITY, its officers, employees, staff, governing body members, or MEMBER AGENCIES under any law.

ARTICLE 10 – ANNUAL BUDGET

The GOVERNING BOARD shall approve a preliminary administrative budget and a capital improvement program for the succeeding fiscal year no later than July 1 of each year. The Board shall adopt a final budget no later than September 30 of each year. No funding or financial obligations are created against any MEMBER AGENCY solely as a consequence of executing this AGREEMENT. The fiscal year shall be the same as a calendar year. The budget shall include separate components for administrative, operations, and capital costs anticipated to be incurred by the AUTHORITY during the fiscal year. Decisions dealing with capital and operating fund allocations, as well as annual approval of each MEMBER AGENCY'S share of the AUTHORITY'S annual budget, shall be approved by the MEMBER AGENCIES themselves.

ARTICLE 11 – FUNDING FOR THE AUTHORITY

In addition to any funds derived from grants provided for in this AGREEMENT, the voting MEMBER AGENCIES shall contribute the funds necessary to carry out the purposes and powers of the AUTHORITY, consistent with the AUTHORITY'S adopted budget and any cost sharing formula adopted by the voting MEMBER AGENCIES.

ARTICLE 12 – DURATION, WITHDRAWAL AND TERMINATION OF AGREEMENT

This AGREEMENT shall continue in full force and effect until such time as a majority of the MEMBER AGENCIES determine it is in the public interest to dissolve the AUTHORITY. This does not preclude MEMBER AGENCIES from exercising their prerogative to terminate their membership in the AUTHORITY.

12.1 Withdrawal

Any MEMBER AGENCY wishing to terminate its membership in the AUTHORITY may do so upon the following conditions: a) giving ninety (90) days written notice to the AUTHORITY, and b) showing that all amounts due and owing pursuant to Article 11 have been paid. Notice shall be a certified copy of a resolution of its governing body indicating its intent to withdraw from this agreement. Upon receipt of the resolution, the Chair of the AUTHORITY shall forward a copy of the resolution to each of the members. In the event of withdrawal by any member body, this AGREEMENT shall remain in full force and effect as to all remaining member bodies.

12.2 Effect of Withdrawal

Withdrawal of any member shall not terminate this AGREEMENT except as provided in Article 12.1 herein. Withdrawal shall not act to discharge any liability incurred or chargeable to any member before the effective date of withdrawal. Such liability shall

continue until appropriately discharged by law or agreement. No member shall be entitled to a refund of assessments paid, or forgiveness of such assessments owed, to the AUTHORITY.

12.3 Termination

This AGREEMENT shall terminate upon the occurrence of any one of the following events:

- 12.3.1 When members withdraw pursuant to Article 12 so that, in the judgment of the AUTHORITY, it becomes impractical or uneconomical to continue.
- 12.3.2 When necessitated by operation of law or as a result of a decision by a court of competent jurisdiction.
- 12.3.3 When a majority of the parties agree, by resolution adopted by the respective governing bodies, to terminate this AGREEMENT.
- 12.3.4 When a majority of the AUTHORITY agree to terminate this AGREEMENT because: a) no grant funds from outside sources were received or b) all duties or activities of the AUTHORITY pursuant to this AGREEMENT and any grant agreements have been completed.

12.4 Effect of Termination

- 12.4.1 Termination shall not discharge any liability incurred by the AUTHORITY or by the members during the term of this AGREEMENT. The AUTHORITY shall continue to operate after the date of termination only for the purpose of winding up its business and for aiding in the prosecution and defense of claims.
- 12.4.2 Upon termination of this AGREEMENT by mutual consent of all MEMBER AGENCIES, any money or assets in possession of the AUTHORITY after the payment of all liabilities, costs, expenses, and charges validly incurred under this AGREEMENT shall be returned to the MEMBER AGENCIES in proportion to their contributions determined as of the time of termination.

ARTICLE 13 – AUDIT

The AUTHORITY shall provide for the accountability of all funds and shall provide for an annual independent audit.

ARTICLE 14 – AMENDMENTS TO THE AGREEMENT

This AGREEMENT may be amended at any time by the unanimous agreement of the voting MEMBER AGENCIES.

ARTICLE 15 – PERIODIC REVIEW OF THE AUTHORITY

As determined by the GOVERNING BOARD, the AUTHORITY shall periodically review the circumstance and issues associated with the need for continuing the existence of the AUTHORITY.

ARTICLE 16 – ARBITRATION

In the event of a dispute between the AUTHORITY and its MEMBER AGENCIES, or any one MEMBER AGENCY, which cannot be satisfactorily resolved by those parties, said dispute shall be submitted to arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of the AUTHORITY and one arbitrator appointed by the MEMBER AGENCIES with whom the dispute exists and the third member shall be appointed by mutual consent of the other two arbitrators. The Arbitration panel shall resolve the dispute in accordance with the terms of this AGREEMENT. In the event that a MEMBER AGENCY wishes to withdraw from the AUTHORITY, the Arbitration Panel shall consider in such arbitration foremost the importance of retaining the AUTHORITY'S ability to achieve those purposes set forth in this AGREEMENT following the withdrawal of the terminating agency as weighed against the long-term interest of the terminating agency to manage its own affairs. Costs of arbitration shall be paid by the party against whose favor the arbitration, or any subsequent legal action arising out of the arbitration, is found.

ARTICLE 17 – SUCCESSOR STATUTES

All statutes cited herein shall be deemed to include amendments and/or successor statutes to the cited statutes as they presently exist.

ARTICLE 18 – AGREEMENT COMPLETE

This AGREEMENT constitutes the full and complete agreement of the parties.

18.1 Provision

The AGREEMENT may be executed in one or more counterparts and may include multiple signature papers, all of which shall be deemed to be one instrument. Copies of this AGREEMENT will be used in lieu of the original.

18.2 Severability

The provisions of this AGREEMENT are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of the AGREEMENT is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this AGREEMENT.

IN WITNESS WHEREOF, the parties to this AGREEMENT have hereunto set their hands on the date written below:

Twin Cities - Duluth Passenger Rail Coalition Budget

DRAFT

EXPENDITURES	
TECHNICAL FEASIBILITY STUDY	\$ 350,000
ADMINISTRATION & COMMUNICATIONS	\$ 235,000
Organization and Administration	\$ 80,000
Membership Development	\$ 65,000
JPA	\$ 15,000
Meeting Logistics	\$ 12,000
Presentation Materials	\$ 15,000
Quarterly Newsletter	\$ 13,000
Website Design and Maintenance	\$ 10,000
Media Kit	\$ 5,000
Legislative/Congressional Materials	\$ 5,000
Community Outreach	\$ 15,000
TOTAL EXPENDITURES	\$ 585,000
INCOME	
Proposed Corridor Participants	Committed Dollars
Anoka County Regional Rail Authority	\$ 120,000
St. Louis/Lake Regional Rail Authority	\$ 170,000
Hennepin County Regional Rail Authority	\$ 100,000
Ramsey County Regional Rail Authority	\$ 50,000
Pine County	
Kanabec County Regional Rail Authority	
Isanti County Regional Rail Authority	
Carlton County Regional Rail Authority	
Douglas County Regional Rail Authority	
Mille Lacs Band of Ojibwe	\$ 15,000



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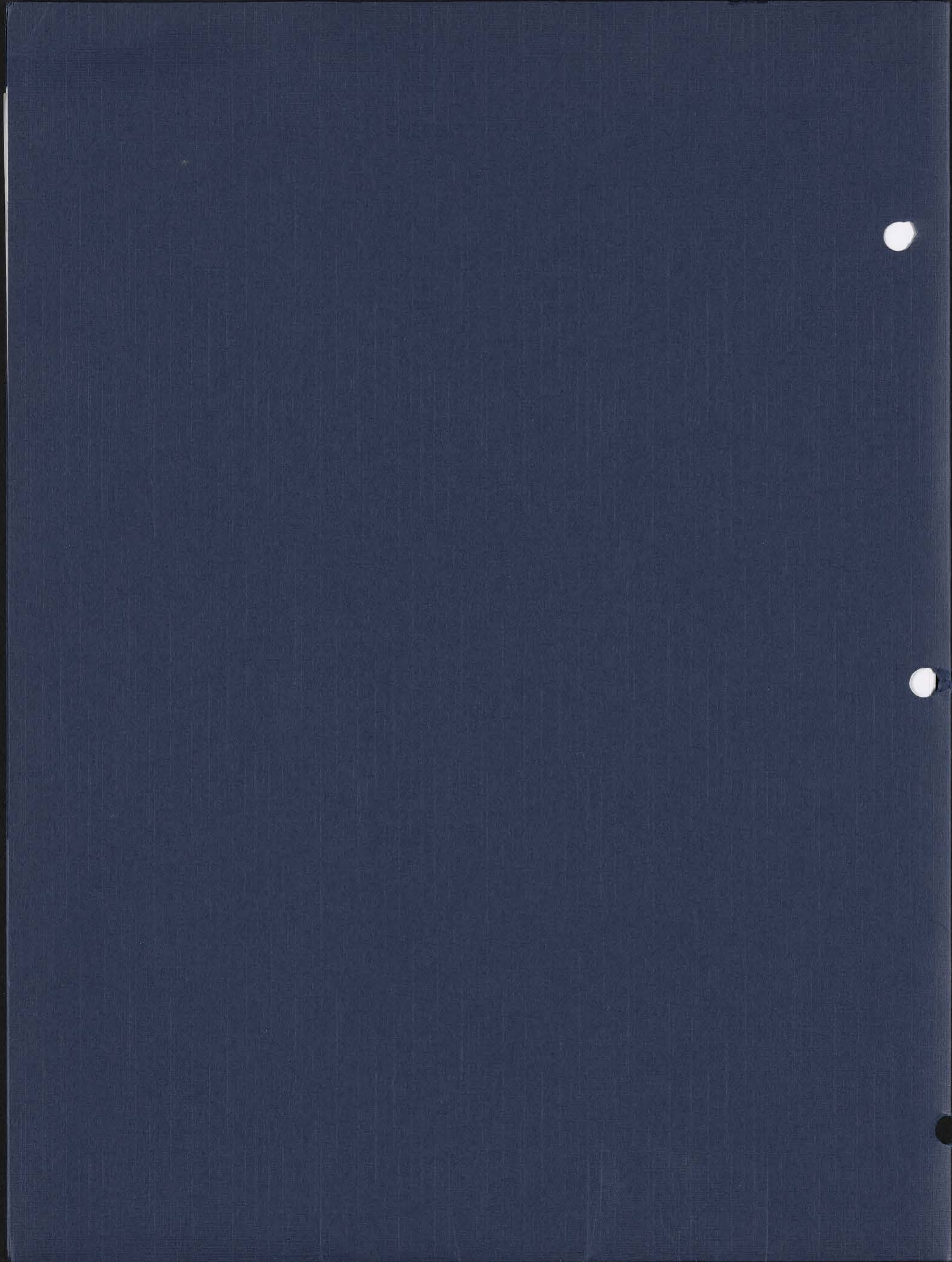
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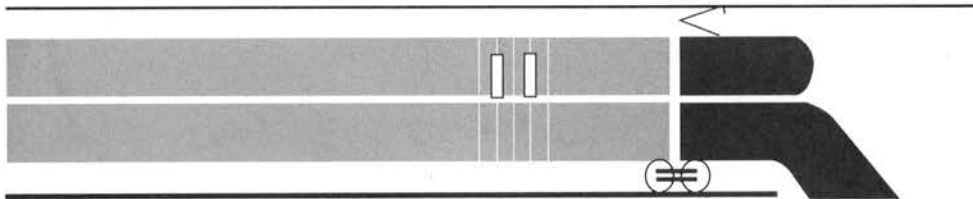
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The Tinklenberg Group

The interchange of strategies and solutions





Ramsey County Regional Railroad Authority

6560 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

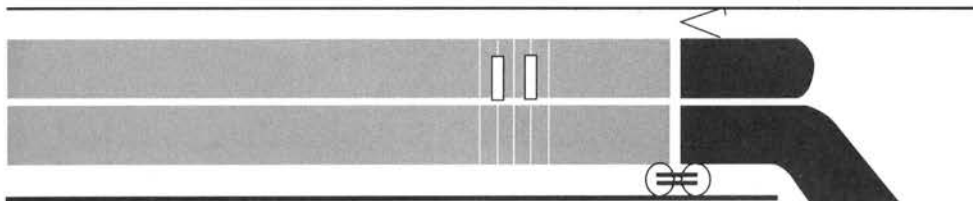
**Regional Railroad Authority
Work Session on Transit Issues**

February 6, 2007

**Room 220 Courthouse
Large Conference Room**

Immediately following County Board Workshop

Materials will be distributed separately



Ramsey County Regional Railroad Authority

6560 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

Subject: Work session of the Rail Authority on February 6.

Date: February 2, 2007

The material attached will be discussed at the work session of February 6, 2007.



More Transit Options
Fewer Highway Hassles

Metro Transitways Development Board 2007 Legislative Proposal: More Transitways, More Quickly

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. Citizens and businesses are losing patience with growing congestion and with the failure to make the necessary infrastructure investment in roads and transit alternatives. People are asking for more rail or busways and are not willing to wait for decades for better transit service. This legislative proposal identifies the region's priorities, calls for the public investment needed to successfully meet our transportation needs, and proposes a decision-making structure that can act to meet those needs in a timely manner.

2007 TRANSPORTATION AND TRANSIT FUNDING PROPOSAL

2007 Capital Project Priorities

The Metro Transitways Development Board (MTDB) has identified the following transitway projects as priorities for the region and is requesting the 2007 Legislature to authorize funding in the amount of \$57.25 million (to match federal and local contributions) for the region's priority corridors:

~ Central	\$40.0 million for advanced engineering
~ Northstar Phase I/Fridley	\$5.0 million for construction of Fridley Station
~ Northstar Phase II/St. Cloud	\$.75 million to complete feasibility study/update documents
~ Red Rock	\$0.5 million for park and ride facilities in Red Wing, Newport and Hastings
~ Union Depot	\$9.0 million for environmental, engineering, rehabilitation, property acquisition and construction work
~ Rush Line	\$0.5 million for park and ride/pool and vans for vanpooling
~ Cambridge	\$0.5 million for a feasibility study
~ Southwest	\$1.0 million for draft Environmental Impact Statement (EIS)

Supplemental 2008 Capital Project Priorities

In addition, the MTDB supports the development of the following transitways but will not be seeking funding for those corridors until 2008. Such corridors include:

- | | |
|-----------------|--|
| ▪ Robert Street | ▪ Downtown Minneapolis Intermodal Facility |
| ▪ Cedar | ▪ Bottineau Boulevard Busway |
| ▪ 35-W Busway | ▪ 94 East to Woodbury Corridor. |

*For legislative information contact Ross Kramer or Bill Schreiber at (651) 228-9757.
For general information contact Kathy Fischer at (651) 266-2762.*

Transportation Funding

1. The MTDB strongly supports a \$.005 cent metro wide sales tax, as well as a gas tax increase, license tab fee adjustment and county option wheelage tax.
 - A portion of sales tax revenues must be used to cover the costs of greater transit capital investment and for the operations of the regional transitways.
 - The MTDB strongly opposes the current regional policy of requiring local property tax subsidies of operating costs for light rail transit and commuter rail.
 - Regional and state funds should cover 100% of the necessary public operating subsidy of all forms of transit.
 - Local government contribution of property taxes to the capital costs of transit projects should not exceed 10% of the total capital cost, in order to provide additional property tax relief.
 - The funding approach to transitways should be the same regardless of mode (busway, LRT, commuter rail).
2. The MTDB strongly opposes any reduction in general fund appropriations for transit operating assistance statewide and opposes the use of MVST funding to backfill current transit operating costs/deficits.
3. The MTDB supports a sales tax exemption on rail rolling stock, construction costs and rail fuel.
4. The MTDB supports statutory allocation of MVST revenues that would provide 40% to transit and 60% to roads. Of the new transit funds, 2% should be allocated to rural Minnesota and 38% to the metropolitan area upon the completion of the five-year phase in.
5. The MTDB further supports an adjustment to the boundaries of the metropolitan transit taxing district to reflect service received.

Transit Governance

The MTDB supports a change in the transit governance structure in the greater metropolitan area, in order to achieve the key objective of greater and faster investment in the development of regional transitways in areas of greatest need.

The new structure should be comprised of local elected officials, and not political appointees, in order to assure accountability to constituents, to allow for the necessary advocacy for a transit vision, funding and policy at the State Legislature and at Congress, and to provide a direct ability to identify and assess need. Members would include local elected officials from municipalities, county regional railroad authorities and counties in the seven county metropolitan area and local elected officials from adjacent jurisdictions served by a regional transitway

The new structure should have the necessary statutory authority to:

1. Undertake planning for and prioritization of capital investment in the transit system serving the greater metropolitan area.
2. Have jurisdiction, for transit capital investment purposes, over the seven county metropolitan area and surrounding counties that are served by the regional transitway system.

3. Assure coordination of transit planning and investment with appropriate state, regional and other agencies, counties and municipalities.
4. Apply for and receive federal transit capital funds.
5. Provide grants to local and regional units of government.
6. Develop biennial budget proposals to the State Legislature for allocation of MVST funds and direct the distribution of MVST transit capital funds.
7. Disburse the regional sales tax for transit purposes.

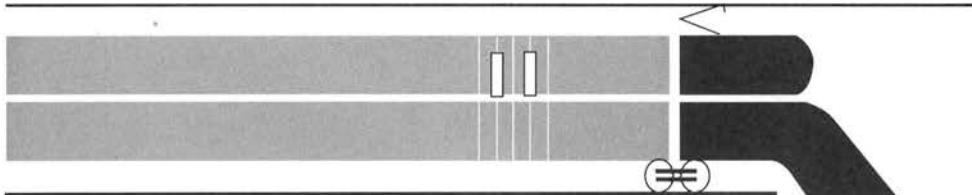
The MTDB further supports legislation that addresses the current complexities in state law relating to the construction and operations of commuter rail and light rail transit.

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.



Ramsey County Regional Railroad Authority

6560 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Meeting

February 13, 2007

**Immediately following the
Regional Railroad Authority's Work Session**

220 Courthouse

ADMINISTRATIVE

1. * Approve minutes from February 6, 2007 meeting.
2. * Approval of contract with Colle & McVoy at a cost not to exceed \$100,000 and authorize the chair to execute the contract
3. * Advocacy and support for transit.

* Action is requested

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on February 6, 2007, in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: Randy Asunma, Timothy Brown, Dave Christianson, Robert Clarkson, Art Coulson, Dan Erhart, Kathy Fischer, Rich Ginsberg, Ken Haider, James Homolka, Kathy Kapoun, Julie Kleinschmidt, Greg Mack, David MacMillan, Jolly Mangine, Bob Manzoline, Tim Mayasich, Steve Morris, Keith Nelson, Jim Norman, John Ongaro, John Ovarles, Sarah Penman, Steve Roecker, Terry Speiker, Peg Sweeney, Angie Taylor, El Tinklenberg, David Twa, Amanda Vickstrom, Mark Voerding

Chair Ortega called the meeting to order at 10:40 am.

ADMINISTRATIVE AGENDA

1. Approve minutes January 23, 2007 meeting

A motion was made by Commissioner Bennett, seconded by Commissioner McDonough, to approve the minutes from the January 23, 2007 meeting.

Roll call vote was taken:

Ayes – 7; Nays – 0
Motion accepted.

2. Proposed sale of property at 1870 English Ave., Maplewood

Commissioner Reinhardt stated that the item should not have been placed on the agenda as an action item, because there is no action to be taken; that is the property would retain its status as a potential LRT right of way.

This item was not voted on.

3. Central Parking Management Agreement Amendment

A motion was made by Commissioner Reinhardt, seconded by Commissioner McDonough, to approve the amendment to Central Parking Management agreement.

Roll call vote was taken:

Ayes – 7; Nays – 0
Motion accepted.

WHEREAS, Ramsey County Regional Rail Authority owns and operates a parking lot business at Kellogg Boulevard and Broadway Avenue in St. Paul, Minnesota.

WHEREAS, On October 1, 2005, Ramsey County Regional Railroad Authority entered into a management agreement with Central Parking Inc.

WHEREAS, Ramsey County Regional Railroad Authority desires to amend said contract for the purpose of memorializing cost saving measures, record reporting obligations of Central Parking and reduce and cap the management fee to 5% of monthly gross revenues; NOW, THEREFORE BE IT:

RESOLVED, That Ramsey County Regional Rail Authority authorizes its Director to execute the amendment titled FIRST MANAGEMENT AGREEMENT AMENDMENT.

4. Approve contract amendment with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for an amount not to exceed Thirty-Two Thousand Five Hundred Nineteen Dollars and No Cents (\$32,519.00) for intergovernmental relations services for a period from February 15, 2007 to November 30, 2007; and authorize the Chair of RCRRRA to execute the agreement

A motion was made by Commissioner Carter, seconded by Commissioner Reinhardt, to approve the contract amendment with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for an amount not to exceed Thirty-Two Thousand Five Hundred Nineteen Dollars and No Cents (\$32,519.00) for intergovernmental relations services for a period from February 15, 2007 to November 30, 2007; and to authorize the Chair of RCRRRA to execute the agreement.

Roll call vote was taken:

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 2007; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby approves the contract amendment with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered, in an amount not to exceed Thirty-Two Thousand Five Hundred Nineteen Dollars and No Cents (\$32,519.00), for a period from February 15, 2007 to November 30, 2007; and Be It Further

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

5. Support request for \$1 million from state legislature for I-94 transit study

A motion was made by Commissioner Reinhardt, seconded by Commissioner Bennett, to support a request for \$1 million from the state legislature for the I-94 transit study.

Roll call vote was taken:

Ayes – 7; Nays – 0
Motion accepted.

WHEREAS, the Interstate 94 (I-94) Corridor is the principal east/west route for traffic thru Ramsey Washington, and St. Croix Counties connecting St. Paul to the eastern metropolitan area, and;

WHEREAS, the I-94 Corridor is experiencing robust employment and population growth, and;

WHEREAS, the I-94 Corridor is experiencing increasing levels of congestion, reducing mobility in the corridor, and;

WHEREAS, there are no planned highway improvements to the I-94 Corridor in the Metropolitan Council's 2030 Transportation Policy Plan, and;

WHEREAS, the Minnesota Department of Transportation has identified I-94 as a high priority Interregional Corridor and is supportive of planning for mobility improvements in the Corridor, and;

WHEREAS, the Ramsey County Regional Railroad Authority recognizes the need to plan for mobility improvements in the I-94 Corridor, and;

WHEREAS, this planning should take a multi-modal, highways and transit, approach to maintaining Corridor mobility, and;

WHEREAS, maintaining mobility is necessary for the continued prosperity and economic vitality of residents, businesses, and commuters throughout the Eastern Metropolitan area, and;

WHEREAS, the first step in planning for a multi-modal I-94 Corridor is to complete a Transportation Feasibility Analysis which includes analyzing highway and transit improvements.

NOW THEREFORE BE IT RESOLVED, that the Ramsey County Regional Railroad Authority supports the multi-modal evaluation of the I-94 Corridor and a request of \$1 million in State funds for the completion of the I-94 Transportation Feasibility Analysis, which will include a transit feasibility study from Union Depot in St. Paul through Ramsey, Washington and St. Croix Counties.

POLICY AGENDA

6. Federal 2008 appropriations requests

A motion was made by Commissioner Parker, seconded by Commissioner Carter, to approve the Federal 2008 appropriations requests.

Commissioner Parker noted that the language for the Rush Line request read "Commuter bus service"; she recommended the language be changed to "transit service".

Roll call vote was taken:

Ayes – 7; Nays – 0
Motion passed as amended.

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 the Ramsey County Regional Railroad Authority requests federal 2008 appropriations for:

(1) Central Corridor: Preliminary and advanced engineering

Amount of request: \$15 million

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

Amount of request: \$5 million

(3) Rush Line Corridor: Design, construction of park ride facilities and funding for startup of transit service

Amount of request: \$5 million

7. Cambridge Line presentation

Commissioner Reinhardt noted that the RCRRA had requested a presentation of the Cambridge Line, as it is the passenger rail line that runs from Duluth to Hinckley and then Hinckley to Minneapolis. Commissioner Reinhardt commented that the Rail Authority had expressed an interest in having the line run to St. Paul.

Commissioner Roecker indicated that St. Louis County is open to developing a cost for the passenger rail feasibility study to include analysis of the Hinckley to St. Paul portion of the line.

Mr. El Tinklenberg, of Tinklenberg Group, gave the presentation.

The meeting adjourned at 11:40 am.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. Fischer
Authorized Signature

2/8/07
Date

Authorize chair to execute a contract with
Colle & McVoy at a cost not to exceed
\$100,000 for communications.

ACTION IS REQUESTED

Request Justification

See draft resolution and proposed contract attached.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 13, 2007
Board Date

Angelique Taylor
Signature

2-8-07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 13, 2006

No.: R07-

WHEREAS, Ramsey County Regional Railroad Authority has a goal of ensuring that the Central Corridor light rail transit project is constructed well, because it is a 100 year investment and will serve generations to come; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its chair to execute a contract with Colle & McVoy, a communications firm, at an amount not to exceed \$100,000, for the purposes of:

- Ensuring a connection of the Central Corridor project to Union Depot
- Ensuring that the loop alignment is constructed in downtown St. Paul
- Ensuring the most comprehensive service and solutions for University Avenue.

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

**Agreement between Ramsey County Regional Railroad Authority
and Colle & McVoy**

This is an agreement between Colle & McVoy, Inc., a Minnesota corporation, ("Contractor") and the Ramsey County Regional Railroad Authority, a political subdivision of the State of Minnesota, (RCRRA) on this-13th day of February, 2007.

The RCRRA and the Contractor agree as follows:

1. Scope of Services

The Contractor shall provide the services specified in **Addendum 1**, attached hereto and made a part of this Agreement.

2. RCRRA Roles and Responsibilities

The RCRRA shall provide the facilities, equipment, and participants, as specified in **Addendum 1**.

3. Time

The services will be delivered on the dates(s) specified and at the location(s) indicated in **ADDENDUM I** for the term of this Agreement.

4. Cost/Payment

Contractor shall be compensated for services as set forth in **Addendum 1**. The Contractor shall submit an invoice to the RCRRA after all services are provided. The RCRRA shall make payment within 35 days of receipt of a detailed invoice. Interest accrual and disputes regarding payment shall be governed by the provisions of Minnesota Statutes §471.425.

5. Independent Contractor

It is agreed that nothing contained in this Agreement is intended or should be construed as creating the relationship of agents, partners, joint venturers, or associates between the parties hereto or as constituting the Contractor as the employee of the RCRRA for any purpose or in any manner whatsoever. The Contractor is an independent contractor and neither it, its employees, agents nor representatives are employees of the RCRRA. From any amounts due the Contractor, there will be no deductions for federal income tax or FICA payments, nor for any state income tax, nor for any other purposes which are associated with an employer-employee relationship unless required by law. Payment of federal income tax, FICA payments, and state income tax are the responsibility of the Contractor.

6. Indemnification

The Contractor shall indemnify, hold harmless and defend the RCRRA, its officials, employees and agents from any and all liability, loss, costs, damages, expenses, claims or actions, including attorney's fees, which the RCRRA, its officials, employees, and agents may hereafter sustain, incur or be required to pay, arising out of or by reason of any act or

omission of the Contractor, its agents or employees, in the execution, performance, or failure to adequately perform the Contractor's obligations pursuant to this Agreement.

7. Insurance

It is the responsibility of the Contractor to purchase and maintain such insurance as will protect the Contractor from claims which may arise out of or result from operations of the Contractor under the terms of this Agreement.

However, the Contractor shall purchase and maintain the following coverages if required as indicated below:

- a. Auto Liability -- including hired and non-owned, if the Contractor is driving on behalf of the RCRRA as part of the Contractor's services under this Agreement.
- b. Professional Liability/Errors and Omissions, if the Contractor is providing architectural, engineering, legal, or medical services.
- c. Workers' Compensation as required by Minnesota Statutes

Declination of Workers' Compensation coverage. In accordance with Minnesota law, the Contractor is not required to carry Workers' Compensation Insurance and the Contractor elects not to purchase the coverage.

(Contractor to **sign and date** if applicable)

Date

The Contractor shall not commence work until the RCRRA has executed this Agreement; the RCRRA will not execute this Agreement until the Contractor has submitted proof of coverage in compliance with the requirements of this paragraph to the RCRRA. Such coverage is to remain in effect throughout the term of this Agreement and evidence of such shall be provided throughout the term of the Agreement. The Contractor shall provide copies of all insurance policies to the RCRRA upon written request of the RCRRA. Nothing in this Agreement shall constitute a waiver by the RCRRA of any of its statutory or common law immunities, limits, or exceptions on liability.

8. Waste Reduction

The Contractor shall participate in a recycling program for at least four broad types of recyclable materials and shall favor the purchase of recycled products in its procurement processes. All reports, publications and documents produced as a result of this Agreement shall be printed on both sides of the paper, where commonly accepted publishing practices allow, on recycled and recyclable paper using soy-based inks, and shall be bound in a manner that does not use glue.

9. Audit

Until the expiration of six years after the furnishing of services pursuant to this Agreement, the Contractor, upon written request, shall make available to the RCRRA, the State Auditor, or the RCRRA's ultimate funding source, a copy of this Agreement, and

the books, documents, records, and accounting procedures and practices of the Contractor relating to this Agreement.

10. Cancellation

The RCRRA may cancel this Agreement without cause by thirty (30) days' written notice to the Contractor. The County may cancel this Agreement for cause by five days' written notice to the Contractor. Upon receipt of such notice of cancellation the Contractor shall cease its work under this Agreement and shall incur no further expense or fees payable under this Agreement.

11. Non-Discrimination

The Contractor agrees that, in the hiring of all labor for the performance of any work under this Agreement, that it will not, by reason of race, creed, color, gender, sexual orientation, marital status, status with regard to public assistance, age, religion, national origin or disability, discriminate against any person who is a citizen of the United States and who qualifies and is available to perform the work to which such employment relates. When required by law or requested by the RCRRA, the Contractor shall furnish a written affirmative action plan.

12. Data Practices

All data collected, created, received, maintained or disseminated for any purposes in the course of the Contractor's performance of this Agreement is governed by the Minnesota Government Data Practices Act, Minn. Statutes Chapter 13, or any other applicable State statutes, any state rules adopted to implement the Act and statutes, as well as federal laws and regulations on data practices.

13. Workplace Violence Prevention

The Contractor shall make all reasonable efforts to ensure that the Contractor's employees, officials and subcontractors do not engage in violence while performing under this contract. Violence, as defined by the Ramsey County Workplace Violence Prevention and Respectful Workplace Policy, is defined as words and actions that hurt or attempt to threaten or hurt people; it is any action involving the use of physical force, harassment, intimidation, disrespect, or misuse of power and authority, where the impact is to cause pain, fear or injury.

14. Workforce Diversity

The Contractor shall make good faith efforts throughout the term of this Agreement, and any extensions thereof, to employ persons of color for all classifications of work under this Agreement, and shall, when requested by the RCRRA, submit a written report to the RCRRA regarding the efforts and result of such efforts, including employment by job classification.

15. Subcontractor Payment

The Contractor shall pay subcontractors within ten days of the Contractor's receipt of payment from the RCRRA for undisputed services provided by the subcontractor. The Contractor shall pay interest of one and one-half (1 ½) percent per month or any part of a

month to the subcontractor on any undisputed amount not paid on time to the subcontractor. The minimum monthly interest penalty payment for an unpaid balance of \$100.00 or more is \$10.00. For an unpaid balance of less than \$100.00, the Contractor shall pay the actual penalty due to the subcontractor. A subcontractor who prevails in a civil action to collect interest penalties from the Contractor must be awarded its costs and disbursements, including attorney's fees, incurred in bringing the action.

16. Unavailability of Funding

The purchase of services from the Contractor under this Agreement is subject to the availability and provision of funding from the United States, the State of Minnesota, or other funding sources. The RCRRA may immediately cancel this Agreement, or a portion of the services to be provided under this Agreement, if the funding for the services is no longer available to the RCRRA. Upon receipt of the RCRRA's notice of cancellation of the Agreement, or of a portion of the services to be provided under this Agreement, the Contractor shall take all actions necessary to discontinue further commitments of funds to the extent they relate to the Agreement or the portions of this Agreement for which funding has become unavailable.

17. HIPAA Compliance

The Contractor agrees to implement and comply with applicable provisions of the Health Insurance Portability and Accountability Act of 1996 (HIPAA, Public Law 104-191), as it may be amended from time to time.

18. Interpretation of Agreement; Venue

This Agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this Agreement shall be venued in the appropriate State or Federal District Court in Ramsey County, Minnesota.

19. Entire Agreement

This Agreement, including **Addendum 1**, is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties relating to the service identified herein. If there are any inconsistencies between the provisions of this Agreement and **Addendum 1**, the provisions of this Agreement shall prevail.

20. Conflict of Interest

The Contractor affirms that, to the best of Contractor's knowledge, Contractor's involvement in this Agreement does not result in a conflict of interest with any party or entity which may be affected by the terms of this Agreement. The Contractor agrees that, should any conflict or potential conflict of interest become known to Contractor, Contractor shall immediately notify the RCRRA of the conflict or potential conflict, specifying the part of this Agreement giving rise to the conflict or potential conflict, and will advise the RCRRA whether Contractor will or will not resign from the other engagement or representation.

WHEREFORE, this Agreement is duly executed on the last date written below.

**RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY**

COLLE & McVOY

Rafael Ortega, Chair

Date: _____

By: _____
Print Name: _____

Title: _____

Date: _____

Employer Identification Number:

Kathryn Fischer, Director
Ramsey County Regional Railroad Authority
Approved as to form and insurance:

Assistant County Attorney

Purchase Order or
Aspen Vendor Contract Number:

Funds are available
Account Number: _____

Budgeting and Accounting

ADDENDUM I

1. **Scope of Services.**

Contractor shall provide services as outlined in its proposal which is attached hereto and incorporated herein by reference as Exhibit A.

2. **Time.**

Contractor shall complete all services by and this contract shall terminate on April 30, 2007.

3. **Cost/Payment.**

Contractor shall be paid for all services at the rate of One Hundred Seventy Dollars (\$170.00) per hour. Total compensation to Contractor shall not exceed the sum of One Hundred Thousand Dollars (\$100,000.00). Contractor will not be separately reimbursed for expenses.

Exhibit A
Proposed Scope of Work

Feb. 13 – April 30 — Key opinion leader outreach, communications and ongoing assessment

Communications Consulting and Planning — facilitating communications planning sessions with County commissioners, staff and key opinion leaders. During the sessions, we will collaboratively:

- agree on our communications objectives and audience
- examine and determine appropriate communications tactics
- delegate assignments and timelines
- identify other key opinion leaders we can enlist for support
- develop key messages appropriate to our audiences
- consider questions and draft effective responses
- determine additional research and information needs
- devise a plan and timeline for communications tactics
- ensure all communications efforts are purposeful, sustained and in synch
- assess effectiveness of communications tactics
- reshape our communications as we obtain new insights and information

Communications Assistance — providing communications support as directed by County commissioners and staff. Duties to include:

- key opinion leader outreach
- media relations
- writing and editing communications documents
- research
- graphic design
- presentation planning
- events planning
- and other communications support

Communications Management — overseeing execution of our communications plan

Supplemental Research — engaging an outside consultant to conduct an economic impact study.

Video Animation – conceiving and producing a video animation up to 2 minutes in length that would depict the proposed downtown loop

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

R. Fischer
Authorized Signature

2/8/07
Date

Advocacy and support for transit projects.

ACTION IS REQUESTED

Request Justification

See proposed resolution attached.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

February 13, 2007
Board Date

Angelique Taylor
Signature

2-8-07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: February 6, 2007 No.: R07-06

(Page 1 of 2)

DRAFT RESOLUTION

WHEREAS, The Ramsey County Board of Commissioners and the Ramsey County Regional Rail Authority have a long-standing commitment to the development of regional transit in the east metro area; and

WHEREAS, This commitment has led to their planning and implementation for a number of transit lines and related development; and

WHEREAS, The Ramsey County Board of Commissioners and the Ramsey County Regional Rail Authority have gone on record in support of the following transit and transit-related development in the east metro area:

- The Union Depot Multi-Modal Transit Hub in downtown Saint Paul, which will serve High Speed rail from Chicago, light rail, passenger rail, commuter rail and other modes of transit and transportation;
- The Central Corridor LRT Line beginning at the Union Depot Multi-Modal Transit Hub in downtown St. Paul;
- The Rush Line ending at the Union Depot Multi-Modal Transit Hub in downtown St. Paul;
- The Red Rock Commuter Line;
- The Robert Street Line; and
- The Union Depot to St. Croix County Line via I-94

and;

WHEREAS, The County Board of Commissioners and the Regional Rail Authority have also gone on record in support of a comprehensive system of trail lines that include a commuter bicycle station located at the Union Depot Multi-modal Transit Hub; and

WHEREAS, The County Board and Regional Rail Authority has received outstanding support and financial assistance from the members of both the State Legislative Delegation and their Federal legislators on the development of these transit initiatives; Now, Therefore, Be It

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

1

RESOLUTION

Board of Ramsey County Regional Railroad Authority

(Page 2 of 2)

RESOLVED, That the Ramsey County Board of Commissioners and the Ramsey County Rail Authority wish to express their continuing thanks to their legislative colleagues for their support and assistance in this development; and Be It Further

RESOLVED, That they urge the members of the State Delegation and the Minnesota Federal Legislative Delegation to continue their advocacy and support for these transit and transit-related initiatives; and Be It Further

RESOLVED, That they authorize the presentation of this resolution and their request to the members of the County, State, and Federal legislative delegations.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

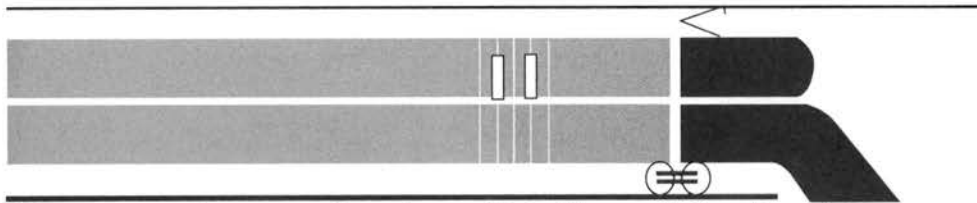
	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Toni Carter	_____	_____	_____
Jim McDonough	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Jan Parker	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

2

02/13/07 Work Session



Ramsey County Regional Railroad Authority

6560 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Work Session on Transit Issues

February 13, 2007

**Room 220 Courthouse
Large Conference Room**

Immediately following County Board Meeting

- 1. Discussion of downtown LRT alignment.**

**Technical Memorandum:
Evaluation of Proposed Downtown St. Paul
LRT Loop**

DRAFT



December 7, 2006

Prepared for:
Ramsey County Regional Railroad Authority

Prepared by:
DMJM Harris
AECOM Consult
Connetics Transportation Group

DMJM HARRIS | AECOM

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- Appendix A: Plan and Profile Drawings
- Appendix B: Typical Cross Sections
- Appendix C: Capital Cost Estimates of Downtown St. Paul LRT Loop

Evaluation of Proposed Downtown St. Paul LRT Loop

Executive Summary

Any light rail alignment is a compromise based on ridership, costs, economic development impacts, community desires, and federal cost-effectiveness requirements. This technical memorandum provides an assessment of a loop configuration for the Central Corridor light rail transit (LRT) project in downtown St. Paul. It also compares the loop alignment with the approved Locally Preferred Alternative (LPA) for the project, as summarized in Table 1.

In summary, the loop has the following advantages and disadvantages when compared to the Cedar and 4th alignment for the LPA:

Advantages

- Reduces walking distance to some major generators and special event venues throughout downtown area
- Reduces utility relocations and impacts
- Eliminates impacts on Cedar and 4th
- Only Second Street is closed to vehicular traffic
- Parking issues on streets where loop operates are less severe due to single-track operation in mixed traffic
- Provides access to track level of Union Depot.

Disadvantages

- Increases walking distance to major employers in downtown core area
- Since loop only operates in one direction, round-trip travel times are longer for all downtown passengers since they must back-track in one direction or the other
- Has higher capital (+\$49 million) and operating (+\$1 million per year) costs
- Decreases Central Corridor LRT ridership by 5,000 to 6,000 boardings per day
- Impacts more streets than LPA alternative due to longer route
- In order to maintain schedule reliability, a layover needs to be included in the loop that will delay customers
- More difficult to extend other LRT lines from Union Depot and limits commuter rail capacity of the Depot
- Not as cost effective as LPA.

Conclusion

The loop alignment raises FTA's Cost Effectiveness Index (CEI) from \$24.84 to between \$26.42 and \$27.27. The project needs to be under \$23.00 to receive a recommendation for federal construction funding. The loop alignment provides some benefits, but does not perform as well as the LPA from a ridership and cost perspective.

Table 1: Summary of LPA versus LRT with Downtown Loop

	LPA	LRT with Loop
Characteristics		
Length in Downtown St. Paul (feet)		
• One-way route	8,580	17,360
• Single track	17,160	17,360
Number of Curves Less Than 25 MPH	8	11
Number of Stations in Downtown St. Paul	5	9
Peak Weekday Headways (minutes)	7.5	7.5
Operating Run Times (minutes)		
• End-to-end for entire LRT line (one-way)	39.5	41.5
• Rice St. Station to Union Depot (one-way)	9.5	11.5
Layover Times (minutes)		
• Minneapolis Multi-modal Terminal	6	6
• St. Paul Union Depot ¹	12.5	8.75
Average Weekday Boardings (with / without layover)		
Downtown St. Paul Stations	6,430	1,940 / 2,770
Entire LRT Line	43,330	37,460 / 38,180
Systemwide Bus and LRT	65,100	65,900 / 66,150
Passenger Travel Times (with / without layover)		
Travel Time Savings (hours of user benefits)	7,805	7,503 / 7,746
Travel Times to Minneapolis from: (minutes)²		
• Rice Street Station	46	46 / 46
• Union Depot	48	52 / 52
• 6th and 7th streets (just east of Mears Park)	47	46 / 46
Travel Times from Minneapolis to: (minutes)²		
• Rice Street Station	46	46 / 46
• Union Depot	48	55 / 55
• 6th and 7th streets (just east of Mears Park)	47	69 / 60
Costs (in millions)		
Annual O&M Costs (2006 \$)	\$52.3	\$53.2
Total Capital Costs (2006 \$)	\$818	\$860
Total Capital Costs (year of expenditure 2014 \$)	\$932	\$981
Cost Effectiveness (with / without layover)		
Incremental Cost per Hours of User Benefits³	\$24.84	\$27.27 / \$26.42

¹Loop layover at St. Paul Union Depot is at mid-loop, causing a delay for passengers continuing on their trip; LPA layover at Union Depot occurs at the end-of-the-line, with all passengers deboarding.

²Includes travel time on train, as well as wait time at stations and walk time to ultimate origin and destination.

³FTA's threshold to enter preliminary engineering is \$28.99 and \$22.99 for final design and construction.

Source: DMJM Harris, AECOM Consult and Connetics Transportation Group, 2006.

Evaluation of Proposed Downtown St. Paul LRT Loop

Overview

This technical memorandum evaluates an alternative loop alignment in downtown St. Paul for the Central Corridor light rail transit (LRT) project. It assesses ridership and travel time impacts in comparison to the approved Locally Preferred Alternative (LPA). Conceptual level operating and capital cost estimates also were developed and compared to the LPA. This information was then used to determine the cost effectiveness of LRT with the proposed downtown loop. Key issues associated with the proposed LRT loop alternative are also described, leading to a summary of the findings and overall conclusions of the analysis.

Description of Alternatives

This section provides a brief description of the Central Corridor LRT project for the LPA in downtown St. Paul, as outlined in the Draft Environmental Impact Statement (DEIS). The downtown St. Paul loop is then defined, including the alignment, stations, and operating assumptions. This information was used to calculate the operating and capital costs, as well as the ridership of the loop. For comparison, the LPA's costs and ridership projections were derived from the DEIS and New Starts Report for the Central Corridor LRT project.

Alignment and Stations

Locally Preferred Alternative

The LPA alignment in downtown St. Paul from the Rice Street Station to the Union Depot is 8,580 route feet or 17,160 feet of single track, as delineated in Figure 1. It is a linear, bi-directional alignment that contains five stations within the downtown St. Paul central business district (CBD). Generally, the LPA alignment follows University Avenue from Rice to Robert Street; Robert Street from University to 12th Street; 12th Street from Robert to Cedar Avenue; Cedar Avenue from 12th to 4th Street; and 4th Street from Cedar to Wacouta Street. LRT trains would run in a dedicated right of way for the LPA, with a loss of most of the on-street parking along the route in downtown St. Paul.

To accommodate dedicated running of LRT on University Avenue from Rice to Robert streets, the roadway would include one or two traffic lanes in each direction with no on-street parking. On Robert and 12th streets, the LRT guideway would be placed between the traveled way and sidewalk. All existing cross streets would remain open to automobile and pedestrian traffic movements through the intersection. On-street parking would be eliminated on both streets. On Cedar Avenue, LRT is in the center median from 12th to 10th streets. South of 10th Street, the LRT guideway would be located on the east side of the street, remaining in this configuration to 4th Street. Cedar Avenue would be reduced to one lane of traffic from 10th to 5th streets and

would be closed between 5th and 4th streets to allow the LRT tracks to transition into a curve at 4th Street. On 4th Street LRT would be on the south side of the street with one lane of traffic. Fourth Street would be closed between Minnesota and Robert streets to accommodate station platforms.

The configuration and location of the five LPA stations in downtown St. Paul would be as follows:

- Capitol East: Two side platforms on 12th Street west of Robert Street
- 10th Street: Two side platforms in median between 11th and 10th streets at Cedar Avenue
- 6th Street: Two side platforms between 7th and 6th streets at Cedar Avenue
- 4th Street: Two side platforms on 4th Street between Robert and Minnesota streets
- Union Depot: Center platform with pocket track and an additional platform at 4th Street in front of the Union Depot

Downtown St. Paul Loop

The proposed LRT alignment is a one-way loop in downtown St. Paul, as shown in Figure 2. It is 17,360 feet or 3.3 miles in length and contains nine stations. More detailed plan and profile drawings of the downtown loop are found in Appendix A, with the typical cross sections in Appendix B.

In general, the loop alternative would follow existing streets from the intersection of University Avenue at Rice Street circulating around the St. Paul CBD in a counterclockwise direction. The alignment would be single track, with the exception of a double track at the Union Depot Station. The second track at this location would serve as a layover area for trains. LRT operations would be a combination of running within the street right of way in mixed flow with automobile traffic and in dedicated lanes. The shared running operating scenario is proposed in locations of limited right of way and where there is a need to preserve curbside parking. On the other hand, potential impacts to traffic and on-time performance of LRT trains could be incurred with shared running. For the dedicated lane portion of the alignment, there would be a need to eliminate curbside parking, reduce the number of traffic lanes or widen existing streets, which would be more disruptive and more costly. A detailed traffic and parking assessment would need to be conducted to determine the exact locations of the two operating scenarios.

The downtown St. Paul loop also provides greater geographic coverage, with more direct walk access to some major activity centers such as the Cathedral, Xcel Energy Center, Science Museum, Regions Hospital, etc. However, travel times and walking distances to other job concentrations in the center of downtown are much further with the loop than the LPA. Other operational challenges exist that impact the efficiency and effectiveness of the LRT system with the loop. These trade-offs are further analyzed and described in this report.

Figure 1: Locally Preferred Alternative LRT Alignment and Stations

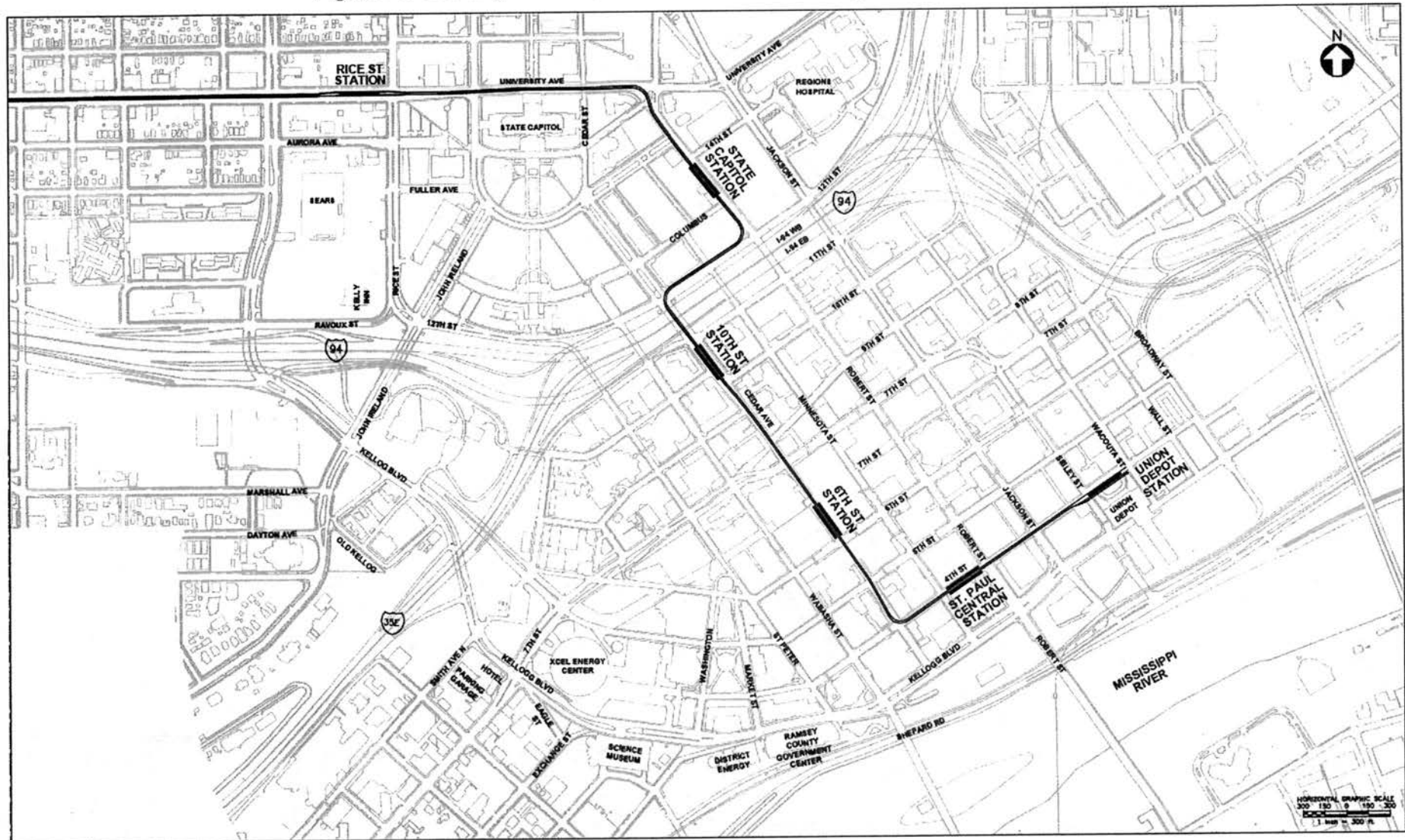
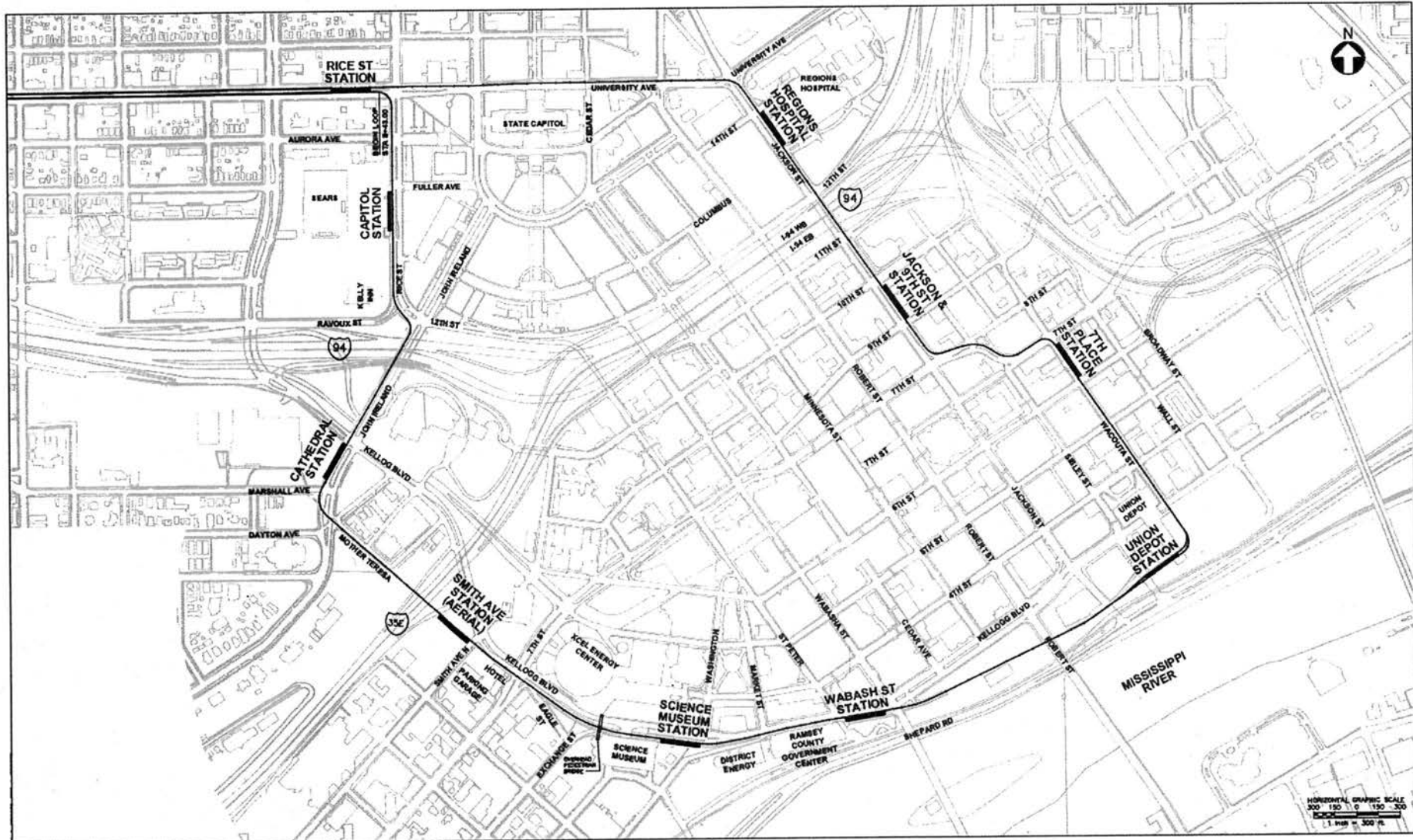


Figure 2: Downtown St. Paul LRT Loop Alignment and Stations



The one-way loop would operate as follows:

- East of the originally proposed station at University and Rice, the eastbound track would turn right onto Rice Street, deviating from the approved LPA alignment. As shown in the Typical Section A in Appendix B, the LRT track would be situated in the right travel lane, leaving sufficient room for parking or passenger drop off along the curb. A platform for the Capitol Station would be located just south of Fuller Avenue, adjacent to the Sears department store. The platform would be an extension of the sidewalk modified to allow boarding on the low floor light rail vehicles (LRV), as shown in Typical Section B. Beyond this station at Fuller, the line would continue south on Rice, then turn right (southeast) onto John Ireland Boulevard.
- The LRT track would then cross over Interstate 94 on the existing structure. Further study would be needed to determine if the existing bridge could be modified to accommodate embedded track, which allows motor vehicles to drive on the track. If this is not feasible, other options are available including elimination of one lane, conversion of the median to a traffic lane, or placing the track on top of the deck within the bike lane. The Cathedral Station would be located just past Kellogg Boulevard. Beyond this station the line would turn to the left, crossing John Ireland, and follow along the south side of Mother Teresa Way. In this section of the line, the track is situated along the back side of the exiting sidewalk because the right of way is relatively narrow (Typical Section C).
- East of College Avenue, the LRT track would be placed on a structure to cross over Interstate 35E (Typical Sections D, E and F). Just east of the I-35E off ramp, the line would enter a Smith Ave. Station, located within an existing parking lot that serves United Hospital. This station would be aerial because of the proximity to the freeway off ramp, which requires the line to be grade separated. The aerial station would require two means of egress as well as ADA accessibility (ramps or elevators). The aerial alignment continues east, crossing over Smith Avenue, 7th Street, and Eagle Street. Columns supporting the aerial structure would be placed along the edge of curb, allowing two lanes of street traffic on Kellogg Boulevard in each direction.
- Just east of Eagle Street the line would drop down over a distance of approximately 600 feet at approximately 5 percent grade, which is the minimum distance required to meet the regional LRT design criteria. The existing pedestrian bridge serving the Xcel Energy Center would require relocation because of conflicts with the aerial structure. The track would drop down to the street surface in front of the Science Museum, entering a station just west of Washington Street. The line would then continue east along Kellogg, entering a Wabasha St. Station just east of the Ramsey County Government Center West.

- Just past Wabasha Street the line would veer to the right, entering the 2nd Street right of way. The embedded LRT track would be located along the right side of the street, which allows parking to be maintained along the left side. The line would continue east into the covered portion, passing under Robert Street (Typical Section G). Just west of Jackson Street, the track would veer to the right, transitioning onto a structure to cross over Jackson Street (Typical Section D). After crossing Jackson, the track would be placed on the existing deck that was built as part of the Union Depot complex (Typical Section H). A Union Depot Station would be located between Sibley Street and the old overhead concourse. It would include two tracks so that trains entering the platform area can alternate between each, thereby allowing them to layover for short periods of time (Typical Section I). This station layout would reduce the number of through railroad tracks and platforms that the Union Depot could accommodate in the future.
- Beyond the Union Depot Station, the line turns north to align with Wacouta Street. The track would be placed on an aerial guideway from the edge of the Union Depot deck along Kellogg Boulevard to just south of 4th Street (Typical Section D). The line would transition to embedded track at 4th and continue north within the Wacouta Street traffic lane. Curb side parking would be maintained along this segment (Typical Section J). A 7th Place Station would be situated between 6th and 7th streets. This station would be similar to other stations where the sidewalk is extended and raised to allow low floor boarding (Typical Section K).
- The line would turn west onto 7th Street and then north onto Jackson Street. A Jackson & 9th St. Station would be located between 9th and 10th streets. The line then continues north over the existing I-94 bridge. The same issues with the existing John Ireland Bridge apply at this location as well. Continuing north past 12th Street, the alignment enters a station just past the main entrance to Regions Hospital.
- North of the Regions Hospital Station the track would veer west at University Avenue, occupying the curb side traffic lane (Typical Section A). There may be a clearance issue at the Cedar Street over crossing, which may require a shift in the track alignment to the center of the street. The line continues west to Rice Street and then transitions to the median through the intersection of University and Rice joining the original LPA alignment.

Operating Plan

This section describes the operations plan required for the proposed loop alignment, provides a comparison to the existing LPA alignment in St. Paul, and identifies operating requirements (i.e., annual car and train miles and hours and peak LRVs). The operations plan has been developed using the following steps:

- Confirmation of loop configuration alignment characteristics (i.e., in-street versus aerial structure, curbside versus median, signalized intersections, etc.) and proposed station locations;

- Measurement of alignment segment distances, including station to station distances, distances between alignment curves, curve lengths and anticipated curve radii (see Table 2), in-street running versus exclusive/aerial structure segment lengths, and alignment length between signalized intersections;

Table 2: Curves for LPA versus Downtown St. Paul Loop

Curve Location ¹	Radius (feet)	Speed (mph)
LPA Curves²		
University at Robert	110	10
Robert at 12th	100	10
12th at Cedar	100	10
Cedar at 4th	90	10
St. Paul Loop Curves		
University at Rice	100	10
Rice at Ravoux	200	14
Rice at John Ireland	100	10
John Ireland at Mother Teresa	150	12
Kellogg at Washington	380	20
Union Depot	100	10
Wacouta at 7th	100	10
7th at Sibley	150	12
7th at Temperance	200	14
7th at Jackson	100	10
Jackson at University	150	12

¹Reflects curves less than 25 mph in downtown St. Paul.

²LPA alignment operates in both directions through the curves.

Source: DMJM Harris, 2006.

- Development of light rail transit run time estimates utilizing alignment segment lengths, station locations, curve locations and radii, alignment characteristics (i.e., in-street versus aerial structure), maximum speed limits on roadways traveled within downtown St. Paul, establishing station dwell times and signal delay times, LRT vehicle acceleration and deceleration rates; and
- Development of operating requirements, including daily and annual train and car miles and hours and peak and fleet light rail vehicle requirements.

LRT Run Time Estimates for Downtown Loop

Table 3 presents LRT station-to-station run times for the downtown St. Paul loop. These estimates are based on alignment characteristics described above. Key assumptions that were used in the development of these run times are consistent with the original LPA.

Table 3: LRT Run Times for Downtown St. Paul Loop

Station	Max Speed (mph)	Distance		Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
		Miles	Total				
University & Rice			0.00			0:00:00	0:00:00
<i>Begin Curve</i>	10	0.02	0.02	0:00:09	0:00:00	0:00:00	0:00:09
<i>End Curve</i>	5	0.03	0.05	0:00:18	0:00:20	0:00:00	0:00:47
Capitol			0.20			0:00:20	0:01:40
<i>Begin Curve</i>	20	0.10	0.30	0:00:21	0:00:00	0:00:00	0:02:01
<i>End Curve</i>	20	0.04	0.34	0:00:07	0:00:00	0:00:00	0:02:08
<i>Begin Curve</i>	20	0.01	0.34	0:00:01	0:00:00	0:00:00	0:02:09
<i>End Curve</i>	5	0.02	0.36	0:00:05	0:00:20	0:00:00	0:02:34
Cathedral			0.57			0:00:20	0:03:58
<i>Begin Curve</i>	20	0.22	0.58	0:00:44	0:00:20	0:00:00	0:04:03
<i>End Curve</i>	5	0.01	0.66	0:00:05	0:00:00	0:00:00	0:04:19
Smith Ave.			0.87			0:00:20	0:05:10
<i>Begin Curve</i>	30	0.21	1.06	0:00:31	0:00:00	0:00:00	0:06:29
<i>End Curve</i>	20	0.20	1.09	0:00:39	0:00:40	0:00:00	0:06:34
Science Museum			1.18			0:00:20	0:07:33
<i>Begin Curve</i>	20	0.09	1.24	0:00:19	0:00:20	0:00:00	0:08:08
<i>End Curve</i>	15	0.05	1.29	0:00:15	0:00:20	0:00:00	0:08:20
Wabasha Street			1.45			0:00:20	0:09:52
Union Depot			1.91			0:00:30	0:11:48
<i>Begin Curve</i>	30	0.46	1.92	0:01:06	0:00:20	0:00:00	0:11:54
<i>End Curve</i>	10	0.01	1.94	0:00:06	0:00:00	0:00:00	0:12:10
7th Place			2.25			0:00:20	0:14:30
<i>Begin Curve</i>	5	0.02	2.25	0:00:16	0:00:00	0:00:00	0:14:34
<i>End Curve</i>	20	0.30	2.28	0:01:00	0:01:00	0:00:00	0:15:01
<i>Begin Curve</i>	5	0.01	2.31	0:00:04	0:00:00	0:00:00	0:15:07
<i>End Curve</i>	15	0.03	2.34	0:00:07	0:00:20	0:00:00	0:15:32
<i>Begin Curve</i>	20	0.03	2.36	0:00:06	0:00:00	0:00:00	0:15:35
<i>End Curve</i>	20	0.03	2.39	0:00:05	0:00:20	0:00:00	0:15:41
<i>Begin Curve</i>	20	0.02	2.42	0:00:03	0:00:00	0:00:00	0:15:46
<i>End Curve</i>	20	0.03	2.44	0:00:06	0:00:00	0:00:00	0:16:10
Jackson & 9th Street			2.48			0:00:20	0:16:40
Regions Hospital			2.74			0:00:20	0:19:14
<i>Begin Curve</i>	20	0.26	2.74	0:00:54	0:01:20	0:00:00	0:19:37
<i>End Curve</i>	5	0.00	2.79	0:00:03	0:00:20	0:00:00	0:20:12
University & Rice			3.30			0:00:20	0:22:52
TOTAL		3.30	3.30	0:11:02	0:08:20	0:03:30	0:22:52
Average Speed							8.66

Source: Connetics Transportation Group, 2006.

Following are the assumptions used to develop the operating plan for the loop alignment in downtown St. Paul:

- The maximum acceleration rate is 3.0 miles per hour per second (mphps), with a diminishing acceleration curve at higher speeds (speeds over 25 miles per hour). A constant 3.0 mphps deceleration rate is assumed;
- Twenty second dwell times were assumed at all downtown stations except Union Depot. A 30 second dwell was assumed at Union Depot;
- Maximum in-street speeds are based on posted speed limits; and
- Twenty second average delays were assumed at all signalized street crossings.

Based on these operating assumptions, the estimated one-way travel time along the loop alignment to and from the Rice Street Station is about 23 minutes. This equates to 8.66 miles per hour (mph) average line operating speed. Typically, LRVs have an average speed between 8 and 9 mph when operating in a downtown environment (based on average downtown LRV speeds in San Diego, Salt Lake City, Denver, Minneapolis, Dallas, and Sacramento). The LRT system in Sacramento has sections of shared running, similar to the assumptions for the loop alignment in downtown St. Paul.

LRT Run Time Comparison of LPA to Downtown Loop

To compare the LRT run times for the linear, bi-direction alignment of the LPA to the alternative downtown St. Paul loop, the Union Depot Station is assumed to be the end-of-the-line. The average of the existing LPA bi-directional alignment for the full route of the Central Corridor LRT project from 5th Street and 3rd Avenue in Minneapolis to Union Station is 39 minutes and 30 seconds. By comparison, the loop alignment is 41 minutes and 22 seconds, or about 1 minute and 52 seconds longer. Table 4 displays a comparison of run times between the two alignments, as well as estimated layover time at both end-of-the-line stations. Travel time west of the Rice Street Station is identical for each scenario.

Both the LPA and downtown St. Paul loop can be operated within the same train cycle time of 97 minutes and 30 seconds (e.g., round trip travel time plus layover time). However, the loop alignment requires about 3 minutes and 45 seconds more round trip travel time, thus reducing time allocated to layover time (noted in Union Depot layover time in Table 4). Although layover at the Union Depot is reduced for the loop alignment, it now occurs at a location of the rail line with passengers still on the train waiting to travel to their final destinations. Under the LPA, layover time is placed and accommodated at the end-of-the-line location where all transit riders depart the train to their final destinations.

Table 4: LRT Run Times and Layovers for LPA and Downtown St. Paul Loop

Alignment Segment	Time for LPA	Time for LRT with Loop
One-way Trip Travel Time		
Full Central Corridor LRT Line	39 minutes, 30 seconds	41 minutes, 22 seconds
Rice St. Station to Union Depot	9 minutes, 34 seconds	11 minutes, 26 seconds
Layover Time		
Layover for Minneapolis Multi-Modal Terminal ¹	6 minutes	6 minutes
Layover for St. Paul Union Depot ²	12 minutes, 30 seconds	8 minutes, 45 seconds
Round Trip Travel Time to/from Rice St. Station		
With Mid-Loop Layover at Union Depot	NA	31 minutes, 37 seconds
Without Mid-Loop Layover at Union Depot	19 minutes, 8 seconds	22 minutes, 52 seconds
Train Cycle Time		
To/From Minneapolis Multi-modal Terminal	97 minutes, 30 seconds	97 minutes, 30 seconds

¹Constrained by interlining of both Hiawatha and Central Corridor operating at 7.5 minute headways.

²Loop layover at St. Paul Union Depot is at mid-loop; LPA layover at Union Depot occurs at the end-of-the-line.

Source: Connetics Transportation Group, 2006.

Rail lines are not typically designed with loop alignments. However, those that are built in this fashion would attempt to place all layover time at the non-loop end of the alignment to eliminate passenger delays caused by mid-loop layovers. The Central Corridor would be constrained from placing all layover time at the Minneapolis end-of-the-line due to a common terminal station with Hiawatha, where the two lines would be interlined (e.g., linked together with trains traveling between the two lines). Thus, some amount of layover time was assumed on the St. Paul end. Layover time placed at any of the loop alignment stations would result in some passengers waiting through a layover before reaching their destination. Riders boarding prior to Union Depot and traveling to the 7th Place, Jackson & 9th St., and Regions Hospital stations would be required to wait at the Union Depot for an additional 8 minutes and 45 seconds of layover before proceeding to these destinations on the loop or any other location continuing west towards Minneapolis. Those same boarders heading westbound would also have to backtrack about a mile to the east before beginning their westward journey. This mid-loop layover and circuitous route pattern would not be desirable for LRT riders.

Operating Plan Requirements

LPA Operating Plan

Table 5 presents estimates of the Central Corridor LRT operating statistics with the LPA. Two-car trains have been assumed for all time periods on weekdays and one-car trains on weekends. Overall, Central Corridor LRT service with 7.5-minute peak period service frequencies and 2-car trains requires 26 cars. This car requirement is based on the peak period service frequency and the estimated round trip cycle time. The round trip cycle time includes end-of-the-line layover time. Approximately 19 percent or 18 minutes and 30 seconds of the round trip cycle time has been reserved for end-of-the-line layovers. The estimated fleet requirement is 31 cars, with a 20 percent spare ratio.

Downtown St. Paul Loop Operating Plan

Table 6 presents estimated LRT operating statistics for the proposed downtown St. Paul loop alignment. The same two-car trains have been assumed for all time periods on weekdays and one-car trains on weekends. Overall, Central Corridor LRT service with 7.5-minute peak period service frequencies and 2-car trains requires 26 cars, which is no change from the LPA. Although a lower amount of layover is assumed for the loop alignment as a result of higher run times (15 versus 19 percent), this total layover time of 14 minutes and 45 seconds still meets the minimum layover of 15 percent of the total travel time. The estimated fleet requirement is also 31 cars, with a 20 percent spare ratio.

Even though run times are slightly higher for the loop alignment, layover time is reduced to compensate for this difference, while still maintaining 15 percent preferred layover time. This negates the need for additional peak and fleet vehicles; however, one more train set may be needed if all layover is shifted to the Minneapolis end-of-the-line. Annual weekday service hours remain the same between the two alignments, where as annual car-miles increase by 5,330 due to a slightly longer alignment for the loop configuration. Weekend service however is impacted both in car-hours and car-miles. The additional run time required to complete the loop alignment decreases the layover time requirement below the 10 percent minimum on weekends, thus requiring 10 one-car trains to maintain the 10 minute design service frequencies versus the 9 one-car trains required for the LPA linear, bi-directional alignment. Weekend car-hours and car-miles increase annually by 2,180 and 1,040, respectively as a result of a slightly longer alignment for the loop configuration. Overall, the loop alignment requires 2,180 additional annual car-hours and 6,370 car-miles.

Table 5: Central Corridor LRT Operating Plan for LPA

From	To	Run Time (minutes)	Distance (miles)	Day	Headway				Consist				Vehicles		Annual		
					Peak	Base	Eve.	E/L	Peak	Base	Eve.	E/L	Peak	Total	Car-Miles	Car-Hrs	Train-Hrs
Minneapolis	St. Paul	39.50	10.67	M-F	7.5	10	10	10	2	2	2	2	26	31	1,420,390	110,080	55,040
Multi-Modal	Union Depot			Sat	n/a	10	10	10	0	1	1	1			130,600	9,180	9,180
Terminal				Sun	n/a	10	10	10	0	1	1	1			148,530	10,440	10,440
ESTIMATED ANNUAL TOTALS:													26	31	1,699,520	129,700	74,660

Source: Connetics Transportation Group, 2006.

Table 6: Central Corridor LRT Operating Plan with Downtown St. Paul Loop

From	To	Run Time (minutes)	Distance (miles)	Day	Headway				Consist				Vehicles		Annual		
					Peak	Base	Eve.	E/L	Peak	Base	Eve.	E/L	Peak	Total	Car-Miles	Car-Hrs	Train-Hrs
Minneapolis	St. Paul	41.37	10.71	M-F	7.5	10	10	10	2	2	2	2	26	31	1,425,720	110,080	55,040
Multi-Modal	Union Depot			Sat	n/a	10	10	10	0	1	1	1			131,090	10,200	10,200
Terminal				Sun	n/a	10	10	10	0	1	1	1			149,080	11,600	11,600
ESTIMATED ANNUAL TOTALS:													26	31	1,705,890	131,880	76,840

Note: One additional consist could be required if layover is shifted from Union Depot to Minneapolis end-of-the-line, thereby increasing number of vehicles, miles, and hours.
Source: Connetics Transportation Group, 2006

Results of Downtown LRT Loop Analysis

Annual Operating and Maintenance Costs and Issues

Operating requirements (i.e., annual service miles and hours) associated with the changes in services noted above have been used as inputs to estimate operating and maintenance (O&M) costs. Tables 5 and 6 compare the annual vehicle miles and hours for year 2030 between the two alignment alternatives.

Utilizing these operating statistics, annual O&M costs have been estimated for the two alignment alternatives, as shown in Table 7. O&M costs were developed using the same cost structure as the LPA. Annual total bus and LRT operating costs for each alternative is in 2006 dollars. Based on this assessment, annual O&M costs for LRT are \$901,100 higher with the downtown loop than the original LPA alignment. This is mainly due to the longer loop alignment, requiring more miles and hours to operate. Bus operating costs are assumed to be similar; however, some additional costs may result if transit riders shift to other bus service in lieu of LRT (e.g., bus route 94). O&M costs for station maintenance reflect the extra stations on the loop alignment; although, added maintenance costs could be incurred for the elevated station at Smith Avenue. In addition, if all layover is shifted to the end-of-the-line in Minneapolis, this could also increase the operating costs because of the added train set that may be required.

Table 7: Annual Corridor O&M Cost Estimates in 2030 (2006\$)

Corridor Service	Annual O&M Costs for LPA Alignment	Annual O&M Costs for Loop Alignment
Bus	\$37,362,300	\$37,362,300
LRT	\$14,906,900	\$15,808,000
<i>Total Systemwide</i>	<i>\$52,269,200</i>	<i>\$53,170,300</i>
<i>Incremental Change for Loop</i>	<i>--</i>	<i>\$901,100</i>

Source: Connetics Transportation Group, 2006.

There are a number of operational issues and challenges associated with the proposed downtown St. Paul loop alignment that could have cost and other implications, such as:

- **Train layover/recovery times and location:** Service reliability is critical to the success of any transit service. Ensuring service reliability requires the need to add additional time to the scheduled trip to account for delays incurred along the trip (e.g., signal delays, traffic congestion delays, passenger volume related delays, etc.). This additional time is typically placed at the end-of-the-line locations to ensure the following trip departs on time. This is commonly called recovery or layover time and is used both to ensure service reliability and to provide the transit operator time to address personal matters (i.e., eat, restroom break, etc.). Recovery time varies by transit line and is typically determined by anticipated need and/or by a standard percentage of round trip travel time. Round trip travel time plus recovery time equal cycle time, which is divided by the proposed peak period service frequency to determine peak vehicle requirements.

Each transit property has policies regarding standard recovery time. Typical percentages range between 10 and 20 percent (some are higher).

As previously mentioned, the LPA operating plan has 19 percent recovery time, with the alternative loop alignment operating plan at 15 percent. Again, both are acceptable. The Central Corridor operating plan with the loop alignment requires approximately 15 minutes of recovery time. The LPA operating plan assumed a split of recovery time between each end-of-the-line location. In downtown Minneapolis, Central Corridor service is operated along the same alignment as Hiawatha from the Metro Dome Station to the proposed Multi-Modal Station. This plan results in two rail lines, each operating 7.5 minute peak period service frequencies operating along this common segment (3.75 minutes combined headway). At this level of service, recovery time at the Multi-Modal Station is limited to time less than the peak service frequency or less than 7.5 minutes. This would allow time for trains to arrive, de-board and board passengers, transit operators to power down the cab at one end of the train, walk to the other end of the train, power-up the forward direction cab, and depart the station platform. With variability in train arrivals and departures at end-of-the-line stations, the recovery time at this station should be limited to 6 minutes or less. The result is a need to place 8 to 9 minutes of recovery time at the St. Paul end of the Central Corridor line.

Alternative locations to place this time on the loop are at the: 1) beginning of the loop at Rice Street Station, delaying riders bound for the St. Paul CBD; 2) end of the loop again at Rice Street Station, delaying riders bound for destinations west of the St. Paul CBD along University Avenue, U of M and downtown Minneapolis; and 3) Union Depot Station, providing ample time for transfers between Central Corridor, future commuter rail and Amtrak services, but would delay trips bound for the eastern portion of the St. Paul loop (e.g., Regions Hospital, Lowertown Historic District, etc.). Bottom line, a delay would be experienced by some passengers on the loop from the establishment of recovery time in the schedule.

The recovery time could possibly be accommodated at the Minneapolis end-of-the-line using a tail track beyond the Multi-modal Terminal, which is currently being designed as part of the Northstar Commuter Rail Project. Additional crossovers and another train set may also be required. Furthermore, a "drop-back" train operator would possibly be needed to maneuver trains in and out of the terminal station. Some of the layover could also possibly be shifted to the end-of-the-line Mall of America Station on Hiawatha.

- **Maintaining on-time performance:** The need to operate strict on-time performance becomes essential since the Central Corridor LRT would run on the same tracks as Hiawatha through downtown Minneapolis. Arriving in downtown Minneapolis on-time would be critical to maintaining schedule throughout the system. Presently, there are no plans to prioritize signals for Central Corridor trains along University or in downtown St. Paul. As such, the on-time performance of Central Corridor trains is likely to be worse than Hiawatha. Without any sort of layover at the St. Paul end-of-the-line, there would be no recovery time for the Central Corridor trains if they fall

behind schedule. Therefore, on-time performance could be hindered even further, making it more difficult to maintain scheduled departures from the Multi-modal Terminal. Signal prioritization or preemption could help to maximize on-time performance and maintain schedule for Central Corridor in lieu of the layover at the Union Depot Station.

Furthermore, on-time performance is easier to maintain when a LRT line operates in a dedicated right of way such as with the LPA. Since the loop has sections that operate in shared running, the trains could get delayed by automobile traffic. Again, layover time is critical for train operations to recover from potential delays and re-establish on-time service.

- **Train break downs/accidents and track blockage:** Single track loop alignments present some challenges regarding train break downs, accidents (either with the train, between the train and an automobile or between two or more automobiles within the transit right of way), and other disruptions or blockage of the track or right of way. Common resolution methods include quick and effective procedures for clearing the track of impedances and additional facilities like track sidings or passing tracks located along the loop alignment to allow for the means to get a disabled train off the through track and allow revenue service to continue. Maintaining a clear rail right of way is critical when trains are operated as frequently as proposed, with 7.5 minute peak and 10 minute off-peak service.
- **Extension of the LRT line beyond the loop alignment:** An end-of-the-line loop alignment presents a challenge if a LRT extension is considered in the future. Several questions would arise: Where does the loop break to extend the line? Should the line service operate on one side of the loop in one direction and on the other side of the loop when returning the opposite direction? Should the loop be eliminated or only one side of the loop served by the extension of service? These questions would require further analysis to answer.

Total Capital Costs and Construction Issues

The capital cost estimates were prepared for the loop alignment extending from the intersection of University Avenue and Rice Street. The total length of the loop alternative is approximately 17,360 route feet for the single track operation or 3.3 miles. The estimate includes nine stations and other infrastructure requirements as described above and shown on the plans.

The detailed capital cost estimates for the downtown St. Paul loop are included in Appendix C. The line item costs for the loop alternative were developed in 2002 dollars. The total capital cost summaries for the LPA and loop alternatives are presented in 2002, 2006 and year of expenditure (YOE) 2014 dollars. The escalation factor used for both LRT alternatives was 2.7 percent per year for the 2006 dollars. The YOE dollars was based on the escalation rates required in the FTA's Standardized Cost Categories. Tables 8 and 9 show the capital cost estimates for the LPA and loop alternatives, respectively.

Table 8: Total Capital Costs of Central Corridor LRT for LPA

Description	2002\$	2006\$	YOE – 2014\$
Civil Construction	\$155,301,641	\$172,765,817	\$197,125,797
Utilities	\$26,785,525	\$29,797,645	\$33,606,000
Structures (tunnels, portals, bridges, etc.)	\$41,344,500	\$45,993,824	\$51,881,034
Stations	\$99,700,000	\$110,911,590	\$127,769,000
Operations Facility (yard elements included)	\$20,000,242	\$22,249,334	\$25,432,000
Traction Power System	\$15,438,231	\$17,174,310	\$20,439,169
Signal System	\$15,563,400	\$17,313,555	\$20,319,000
Communications	\$7,262,920	\$8,079,659	\$9,482,000
Fare Collection	\$2,100,000	\$2,336,152	\$2,742,000
Subtotal - Infrastructure	\$383,469,459	\$426,621,887	\$488,796,000
Right of Way	\$29,771,152	\$33,119,015	\$36,555,000
Vehicles	\$98,735,000	\$109,838,073	\$127,219,000
Engineering & Administration	\$119,985,688	\$133,478,470	\$149,725,000
Contingencies	\$103,064,462	\$114,654,397	\$129,882,000
Total	\$735,052,760	\$817,711,842	\$932,177,000

Source: DMJM Harris, 2006.

Table 9: Total Capital Costs of LRT with Downtown St. Paul Loop

Description	2002\$	2006\$	YOE – 2014\$
Civil Construction	\$150,798,226	\$167,755,979	\$191,409,572
Utilities	\$23,678,955	\$26,341,731	\$29,708,395
Structures (tunnels, portals, bridges, etc.)	\$55,724,500	\$61,990,902	\$69,925,738
Stations	\$118,000,000	\$131,269,485	\$151,221,084
Operations Facility (yard elements included)	\$20,584,734	\$22,899,555	\$26,175,232
Traction Power System	\$16,612,257	\$18,480,360	\$21,993,501
Signal System	\$16,486,300	\$18,340,238	\$21,523,904
Communications	\$7,722,535	\$8,590,959	\$10,082,043
Fare Collection	\$2,325,000	\$2,586,454	\$3,035,786
Subtotal - Infrastructure	\$411,932,507	\$458,255,662	\$525,039,951
Right of Way	\$28,008,480	\$31,158,125	\$34,390,674
Vehicles	\$98,735,000	\$109,838,073	\$127,219,000
Engineering & Administration	\$128,516,502	\$142,968,602	\$160,370,237
Contingencies	\$106,266,415	\$118,216,421	\$133,917,107
Total	\$773,458,905	\$860,436,882	\$980,882,788

Source: DMJM Harris, 2006.

The Central Corridor LRT project with the downtown St. Paul loop is estimated at \$860 million in 2006 dollars. This is approximately \$42 million more than the original LPA at \$818 million in 2006 dollars. In YOE – 2014 dollars, the LPA would cost \$932 million to construct, while LRT with the loop is \$981 million, or \$49 million greater than the LPA. Increases in costs are primarily due to the added structures as well as the increased number of stations for the loop alignment, which has four more stations than the LPA. Elevated structures were needed at Interstate 35E, Jackson Street and the Union Depot, along with an aerial station at Smith Avenue.

The unit costs were reduced for the loop stations from \$5 to \$3.5 million to account for smaller platforms and fewer amenities. Even though the loop stations only require one side platform versus two assumed for the LPA, the station costs were not cut in half because some common elements would still be needed such as electrical conduits, signaling improvements, ticket vending machines, etc. The Union Depot Station cost was also reduced from \$18 to \$12 million since a pocket track and additional platform would not be needed with the loop alignment. With that said, an overall increase in station costs occurs because of the greater number of stations with the loop, nine compared to five for the LPA. Plus, the aerial station at Smith Avenue requires greater infrastructure improvements, costing \$12 million to build.

As for utilities, the unit costs were adjusted and reduced accordingly for the loop, about two-thirds the cost per foot of guideway for the LPA. Utilities that cross streets would be impacted the same amount for single or double track because gravity flow pipes have to be lowered from manhole to manhole, not just directly under the track. The main cost of relocation is the connection; two are needed for each relocation whether single or double track.

There are numerous areas and construction issues that could impact overall costs of the downtown loop alignment. Some of these issues that would require further assessment are as follows:

- The alignment crosses 29 streets at grade, 21 of these are controlled by traffic signals. Further studies would be required to determine how LRT operations would interact with motor vehicle traffic. The result of these studies would dictate the level of modification required at each intersection including lane configuration, traffic signal modifications, and striping. Widening of intersections would require modifications to storm drain systems and could impact other utilities.
- A unit cost per foot of alignment was used to estimate utilities, based on the level of development along the line. If a major underground utility such as high voltage power or fiber optic lines were impacted by the proposed track, significant relocation costs could be incurred.
- As mentioned in the alignment descriptions there are two existing crossings of Interstate 94. Embedded track is proposed on both of these crossings to allow a minimum of two traffic lanes in each direction. Placement of embedded track on these bridges may require replacement of a portion of the existing bridge deck to accommodate the track support system. Modification of the bridge support columns and abutments may be required as well.
- On Mother Teresa Way the existing grade is rather steep. One concern is that during winter conditions the steep slope could result in loss of adhesion between LRV wheels and rails, resulting in a safety issue. If the slope is too severe the profile may need to be adjusted, requiring an extended length of aerial track.

- The existing overhead pedestrian bridge serving the Xcel Energy Center is in conflict with the aerial guideway supporting the LRT track. This bridge would require relocation, unless the City allows an at grade pedestrian crossing of Kellogg Boulevard in this area.
- On Wacouta Street north of 4th Street the LRT track would occupy a single traffic lane. During peak hours street traffic may impede LRT operations unless a coordinated pre-emption system is implemented. Light rail vehicles stopping at the 7th Place Station would impede motor vehicle traffic on Wacouta.

Ridership and Travel Time Information

This section presents an expanded range of Central Corridor LRT forecast results to examine a potential loop alignment in downtown St. Paul. It draws comparisons between the 2030 No Build, Equilibrated "New Starts" Baseline, LPA, and LRT with the downtown St. Paul loop.

The headways for the corridor routes are presented in Table 10 for each alternative. There were no headway changes to the bus routes or LRT, with the downtown loop in comparison to the LPA. The modeled running times for each route are summarized in Table 11. Times are eastbound to and westbound from the Union Depot Station. An "E" in the route description indicates eastbound service and a "W" indicates westbound service. The base year (2000) scheduled and modeled running times are presented for comparison. The running times for the bus routes also remained the same. However, adjustments were made to LRT running times with the loop as previously discussed.

Table 10: Service Plan Headways (minutes)

Bus/LRT Route	2000	2030			
		No Build	Equilibrated Baseline	LPA	LRT with Loop
16 PEAK	10	10	20	20	20
16 OFF-PEAK	10	10	30	30	30
21 PEAK	10	10	10	10	10
21 OFF-PEAK	15	15	15	15	15
50 PEAK	30	30	6	--	--
50 OFF-PEAK	60	60	10	--	--
94B PEAK	20	30	30	30	30
94B OFF-PEAK	30	--	--	--	--
94C PEAK	--	30	30	30	30
94C OFF-PEAK	30	--	--	--	--
94D PEAK	20	20	20	20	20
94D OFF-PEAK	--	30	30	30	30
LRT PEAK	--	--	--	7.5	7.5
LRT OFF-PEAK	--	--	--	10	10

Source: AECOM Consult, 2006.

Table 11: Running Times (minutes)

Bus/LRT Route	2000		2030			
	Scheduled	Modeled	No Build	Baseline	LPA	LRT with Loop
Peak						
16E ⁽¹⁾	50.0	50.1	50.9	50.9	50.9	50.9
16W ⁽²⁾	50.0	50.1	50.7	50.7	50.7	50.7
21E	64.0	56.5	56.4	56.4	56.4	56.4
21W	65.0	56.6	56.5	56.5	56.5	56.5
50E	40.0	40.1	40.3	47.6	--	--
50W	43.0	43.2	43.4	50.5	--	--
94BE	40.0	39.1	37.7	37.7	37.7	37.7
94BW	41.0	41.2	39.5	39.5	39.5	39.5
94CE	--	--	27.6	27.6	27.6	27.6
94CW	--	--	30.6	30.6	30.6	30.6
94DE	32.0	33.2	31.7	31.7	31.7	31.7
94DW	36.0	36.0	34.4	34.4	34.4	34.4
BRT	--	--	--	--	--	--
LRT	--	--	--	--	39.5	39.5
Off-Peak						
16E	61.0	61.1	61.5	61.5	61.5	61.5
16W	60.0	59.8	60.1	60.1	60.1	60.1
21E	60.0	56.5	56.4	56.4	56.4	56.4
21W	64.0	56.6	56.5	56.5	56.5	56.5
50E	41.0	40.9	41.1	42.8	--	--
50W	45.0	44.8	45.0	47.4	--	--
94BE	31.0	32.5	--	--	--	--
94BW	32.0	33.9	--	--	--	--
94CE	27.0	25.0	--	--	--	--
94CW	28.0	27.1	--	--	--	--
94DE	--	--	26.4	26.4	26.4	26.4
94DW	--	--	28.3	28.3	28.3	28.3
LRT	--	--	--	--	39.5	41.7/41.0 ⁽³⁾

⁽¹⁾E = Eastbound route

⁽²⁾W = Westbound route

⁽³⁾Times are eastbound to and westbound from the Union Depot Station

Source: AECOM Consult, 2006.

Table 12 compares station boardings for the LRT alternatives. As shown in this table, the estimated average weekday boardings for LRT with the downtown loop are 37,460 in the year 2030. Without the Union Depot layover on the loop, LRT average weekday boardings are 38,180. The best case for the loop is 5,150 riders less than the 43,330 boardings projected for the LPA.

The loss in LRT ridership between the LPA and the loop is in large part due to the one way operation in downtown St. Paul, which results in trip distances and travel times that are not comparable in each direction. For example, the Capitol Station has a short trip and travel time for someone coming *from* the Minneapolis CBD because it is the first stop on the loop. However, a passenger getting on at this station would have a very long trip and travel time *to* the Minneapolis CBD because the trains would have to circulate around downtown St. Paul on the loop first. Table 13 highlights the imbalance in travel times to and from Minneapolis for selected locations, including wait and walk time to and from origins and destinations.

A loop alignment may also require a passenger to ride the loop, get off a train and re-board another train to complete the trip around the loop, thus involving a transfer. This would occur, for example, if a passenger boarded the train at the Regions Hospital Station, wanting to go to the Science Museum Station. They would be forced to transfer at the Rice Street Station.

Furthermore, the loop configuration causes people to walk further to destinations in downtown St. Paul, especially to important employment centers situated along the original LPA alignment. These longer walking distances increase the overall commute time for passengers traveling to and from their jobs on a daily basis and discourages some people from taking transit altogether.

Most special event venues do not generate regular weekday trips like employment sites. For example, the Excel Energy Center only has approximately 140 events annually, with a seating capacity of about 18,000. Plus, people are more likely to walk longer distances to special events than to work each day. Therefore, the convenient walk access to some special event generators such as the Cathedral, Excel Energy Center, Science Museum, etc. does not produce that much additional ridership on the loop.

As a result of these issues, there are only 1,940 boardings on loop stations in downtown St. Paul, increasing to 2,770 by removing the layover. In comparison, the LPA's linear, bi-directional service would have 6,430 riders boarding stations in the heart of downtown.

With that said, the loop configuration is causing an increase in ridership at some LRT stations along the line. More riders are walking or taking a bus to and from the Rice Street Station. It is the closest LRT station that has two-way operations both outbound and inbound, and travel times to/from the west are balanced as shown in Table 13. This causes a shift in riders to the Rice Street Station, with 2,370 to 2,850 boardings for the loop versus 1,290 for the LPA. Other stations on the LRT line are comparable between the alternatives.

Table 12: Average Weekday Station Boardings, 2030

Station	LPA			LRT with Loop			Loop without Layover		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	620	280	900	550	270	820	560	270	830
Warehouse/Hennepin	2,360	1,250	3,610	2,020	1,110	3,130	2,060	1,130	3,190
Nicollet Mall	5,010	2,270	7,280	4,420	2,040	6,460	4,480	2,080	6,560
Government Plaza	530	270	800	520	240	760	520	250	770
Downtown East/Metro.	2,940	1,480	4,420	2,590	1,370	3,960	2,630	1,390	4,020
West Bank	1,010	340	1,350	970	330	1,300	970	330	1,300
East Bank	3,990	2,500	6,490	3,960	2,530	6,490	3,960	2,550	6,510
Stadium Village	420	240	660	370	220	590	370	230	600
29th Avenue	660	280	940	620	270	890	630	280	910
Westgate Drive	750	400	1,150	730	390	1,120	730	390	1,120
Raymond Avenue	860	430	1,290	780	420	1,200	790	420	1,210
Fairview Avenue	1,440	630	2,070	1,250	580	1,830	1,260	590	1,850
Snelling Avenue	1,350	1,510	2,860	1,100	1,410	2,510	1,110	1,410	2,520
Lexington Parkway	610	450	1,060	630	410	1,040	630	410	1,040
Dale Street	440	290	730	390	230	620	400	230	630
Rice Street	860	430	1,290	1,680	1,170	2,850	1,540	830	2,370
Capitol East	310	140	450	--	--	--	--	--	--
10th Street	310	170	480	--	--	--	--	--	--
6th Street	1,720	1,110	2,830	--	--	--	--	--	--
4th Street	1,440	580	2,020	--	--	--	--	--	--
Capitol	--	--	--	10	10	20	10	10	20
Cathedral	--	--	--	130	40	170	140	40	180
Smith Ave	--	--	--	70	20	90	100	90	190
Science Museum	--	--	--	100	50	150	150	60	210
Wabasha Street	--	--	--	10	10	20	170	10	180
Union Depot	450	200	650	120	10	130	130	10	130
7th Place	--	--	--	250	170	420	340	530	870
Jackson & 9th Street	--	--	--	160	90	250	170	90	260
Regions Hospital	--	--	--	460	230	690	490	240	730
Total	28,080	15,250	43,330	23,870	13,590	37,460	24,330	13,850	38,180

Source: AECOM Consult, 2006.

Table 13: Passenger Travel Times To and From Downtown Minneapolis¹

Origin/Destination	LPA Travel Times (minutes)		LRT Travel Times with Loop (minutes)	
	To Minneapolis	From Minneapolis	To Minneapolis ³	From Minneapolis ³
Rice Street Station	46	46	46 / 46	46 / 46
Union Depot	48	48	52 / 52	55 / 55
6th and 7th Streets ²	47	47	46 / 46	69 / 60

¹Assumes travel times to and from the Nicollet Mall Station in downtown Minneapolis and includes wait time at stations and walk time to ultimate destination as measured by center of zone containing origin/destination.

²Just east of Mears Park.

³With / without layover at Union Depot.

Source: AECOM Consult, 2006.

As shown in Table 14, the higher ridership on the 94 bus routes are the main reason the overall average weekday boardings in the corridor remain about the same with the loop (65,900) as the LPA (65,100). The 94 bus routes serve the direct Minneapolis CBD to St. Paul CBD market better than the loop. Thus, while there are not as many LRT boardings with the loop, ridership on the 94 bus routes increase. There is also slightly greater ridership on bus route 16 as some riders find that service preferable to the downtown loop.

Without the mid-loop layover at Union Depot, average weekday boardings in the corridor are 66,150. This is still fairly comparable to the LPA, as well as the loop with the layover. Again, a shift between bus and LRT riders is occurring. For purposes of this analysis, it was assumed that the 94 bus routes can accommodate the approximately 3,900 additional riders. However, it might be necessary to add bus service, which would increase the costs of the loop alignment.

Table 14: Average Weekday Boardings in Corridor, 2030

Bus/LRT Route	2000		2030				
	Observed	Modeled	No Build	Equilibrated Baseline	LPA	LRT with Loop	Loop w/o Layover
16	15,920	21,800	30,110	3,520	4,460	6,300	6,150
21	16,940	7,760	13,820	13,660	13,490	13,680	13,710
50	3,310	440	930	34,120	0	0	0
94B	4,450	3,250	620	820	470	890	890
94C	--	1,210	550	560	450	670	630
94D	--	4,940	7,760	7,210	2,960	6,900	6,620
LRT	0	0	0	0	43,270	37,460	38,150
Total	40,620	39,400	53,790	59,890	65,100	65,900	66,150

Source: AECOM Consult, 2006.

The imbalance in travel times for the loop is also reflected in the somewhat lower hours of user benefits in the corridor, as shown in Table 15. The increase in both operating and capital costs, coupled with the slight decline in user benefits results in a worsening of the FTA's cost effectiveness indicator (CEI) as measured by the annual incremental cost per hours of user benefits. The CEI for the LPA was \$24.84, increasing to \$27.27 for LRT with the loop.

The travel time savings in the corridor are almost equivalent to the LPA once the layover on the loop is removed, with 7,746 hours of user benefits versus 7,805 for the LPA. Nonetheless, the growth in total annualized costs brings the CEI to \$26.42. Consequently, LRT without the mid-loop layover is still not as cost effective as the LPA.

These CEI numbers for LRT with the loop are sufficient to achieve entry into preliminary engineering because they meet the FTA's required threshold of \$28.99. However, getting FTA's approval to enter final design and ultimately receive federal funding for construction would be difficult since the CEI threshold is reduced to \$22.99 at that point in the New Starts process. If anything, the current LPA as it stands will need to consider cost saving measures in the future to advance into the next phase of project development.

Table 15: Benefits and Cost Effectiveness of Corridor, 2030

	LPA vs. Equilibrated Baseline	LRT with Loop vs. Equilibrated Baseline	Loop without Layover vs. LPA
<i>Benefits in Corridor</i>			
Change in Corridor Boardings	5,210	6,010	6,260
Change in Transit Linked Trips (new riders)	6,063	5,897	6,111
Travel Time Savings (hours of user benefits)	7,805	7,503	7,746
<i>Cost Effectiveness</i>			
Incremental Cost per Hours of User Benefits	\$24.84	\$27.27	\$26.42

Source: AECOM Consult, 2006.

Summary

This technical memorandum provides an assessment of a loop configuration for the Central Corridor LRT project in downtown St. Paul. It also compares the loop alignment with the approved Locally Preferred Alternative for the project, as summarized in Table 16. Based on this analysis, a summary of the key findings for the downtown St. Paul loop alignment are as follows:

- **Access to Activity Centers and Jobs:** Provides greater geographic coverage, with more direct walk access to some major activity centers such as the Cathedral, Xcel Energy Center, Science Museum, Regions Hospital, etc.; however, travel times and walking distances to other job concentrations in the center of downtown are much further with the loop than the LPA.
- **Parking, Traffic and On-time Performance Impacts:** Preserves curbside parking to the extent possible, except at station locations; yet, potential impacts to traffic and on-time performance of LRT trains could be incurred with sections of shared running with automobiles.
- **Operational Issues:** Encompasses a longer circuitous route pattern (+8,780 feet or +1.7 miles) and increased operating LRT run times (+2 minutes), which are not as convenient for passengers in comparison to the LPA; trip distances and travel times are also imbalanced with one-way operations, especially for riders heading west to downtown Minneapolis or those wanting to make a return trip who are forced to ride all the way around the loop; creates a mid-loop layover of almost nine minutes for passengers at the Union Depot Station, which could possibly be accommodated at the Minneapolis end-of-the-line with a tail track; and generates potential transfers at the Rice Street Station for riders trying to get from one station on the loop to another.
- **Reduction in LRT Ridership:** Reduces LRT average weekday boardings by approximately 5,000 to 6,000 due to increased travel times and operational issues with the loop; in downtown St. Paul, only 1,940 people are projected to get on at stations along the loop versus 6,430 for the LPA alignment; without the layover at Union Depot, the station boardings on the loop increase to 2,770.
- **Shift in Transit Boardings:** Shifts transit riders to 94 bus routes, which would serve the direct Minneapolis CBD to St. Paul CBD market better than the LRT loop; as a result, overall systemwide transit ridership in the corridor remains about the same between the loop (65,900), loop without the layover (66,150), and LPA (65,100).
- **Greater Infrastructure Requirements:** Requires greater infrastructure improvements than the LPA, with four more stations, elevated structures at Interstate 35E, Jackson Street and the Union Depot, and an aerial station at Smith Avenue; many unknowns still exist relative to utilities, but the single track loop operation would be expected to reduce utility relocations in downtown.

- **Increased Costs:** Increases overall costs of the Central Corridor LRT project with the loop alignment; total capital costs go from \$818 to \$860 in 2006 dollars and \$932 to \$981 in year of expenditure 2014 dollars, while the annual operating costs rise by nearly a million, from \$52.3 to \$53.3 million in 2006 dollars.
- **Decreased Cost Effectiveness:** Decreases cost effectiveness of LRT due to increased costs and reduced travel time savings; \$27.27 incremental cost per hours of user benefits is estimated with the loop and \$26.42 without the layover in comparison to \$24.84 for the LPA.
- **Difficulty in a System Extension:** If the LRT service is ever extended to the north, east, or south from Union Depot, decisions would need to be made where to break the loop to extend the line and how to operate the service.

In summary, the loop has the following advantages and disadvantages when compared to the Cedar and 4th alignment for the LPA:

Advantages

- Reduces walking distance to some major generators and special event venues throughout downtown area
- Reduces utility relocations and impacts
- Eliminates impacts on Cedar and 4th
- Only Second Street is closed to vehicular traffic
- Parking issues on streets where loop operates are less severe due to single-track operation in mixed traffic
- Provides access to track level of Union Depot.

Disadvantages

- Increases walking distance to major employers in downtown core area
- Since loop only operates in one direction, round-trip travel times are longer for all downtown passengers since they must back-track in one direction or the other
- Has higher capital (+\$49 million) and operating (+\$1 million per year) costs
- Decreases Central Corridor LRT ridership by 5,000 to 6,000 boardings per day
- Impacts more streets than LPA alternative due to longer route
- In order to maintain schedule reliability, a layover needs to be included in the loop that will delay customers
- More difficult to extend other LRT lines from Union Depot and limits commuter rail capacity of the Depot
- Not as cost effective as LPA.

Conclusion

The loop alignment raises FTA's Cost Effectiveness Index (CEI) from \$24.84 to between \$26.42 and \$27.27. The project needs to be under \$23.00 to receive a recommendation for federal construction funding. The loop alignment provides some benefits, but does not perform as well as the LPA from a ridership and cost perspective.

Table 16: Summary of LPA versus LRT with Downtown Loop

	LPA	LRT with Loop
Characteristics		
Length in Downtown St. Paul (feet)		
• One-way route	8,580	17,360
• Single track	17,160	17,360
Number of Curves Less Than 25 MPH	8	11
Number of Stations in Downtown St. Paul	5	9
Peak Weekday Headways (minutes)	7.5	7.5
Operating Run Times (minutes)		
• End-to-end for entire LRT line (one-way)	39.5	41.5
• Rice St. Station to Union Depot (one-way)	9.5	11.5
Layover Times (minutes)		
• Minneapolis Multi-modal Terminal	6	6
• St. Paul Union Depot ¹	12.5	8.75
Average Weekday Boardings (with / without layover)		
Downtown St. Paul Stations	6,430	1,940 / 2,770
Entire LRT Line	43,330	37,460 / 38,180
Systemwide Bus and LRT	65,100	65,900 / 66,150
Passenger Travel Times (with / without layover)		
Travel Time Savings (hours of user benefits)	7,805	7,503 / 7,746
Travel Times to Minneapolis from: (minutes)²		
• Rice Street Station	46	46 / 46
• Union Depot	48	52 / 52
• 6th and 7th streets (just east of Mears Park)	47	46 / 46
Travel Times from Minneapolis to: (minutes)²		
• Rice Street Station	46	46 / 46
• Union Depot	48	55 / 55
• 6th and 7th streets (just east of Mears Park)	47	69 / 60
Costs (in millions)		
Annual O&M Costs (2006 \$)	\$52.3	\$53.2
Total Capital Costs (2006 \$)	\$818	\$860
Total Capital Costs (year of expenditure 2014 \$)	\$932	\$981
Cost Effectiveness (with / without layover)		
Incremental Cost per Hours of User Benefits³	\$24.84	\$27.27 / \$26.42

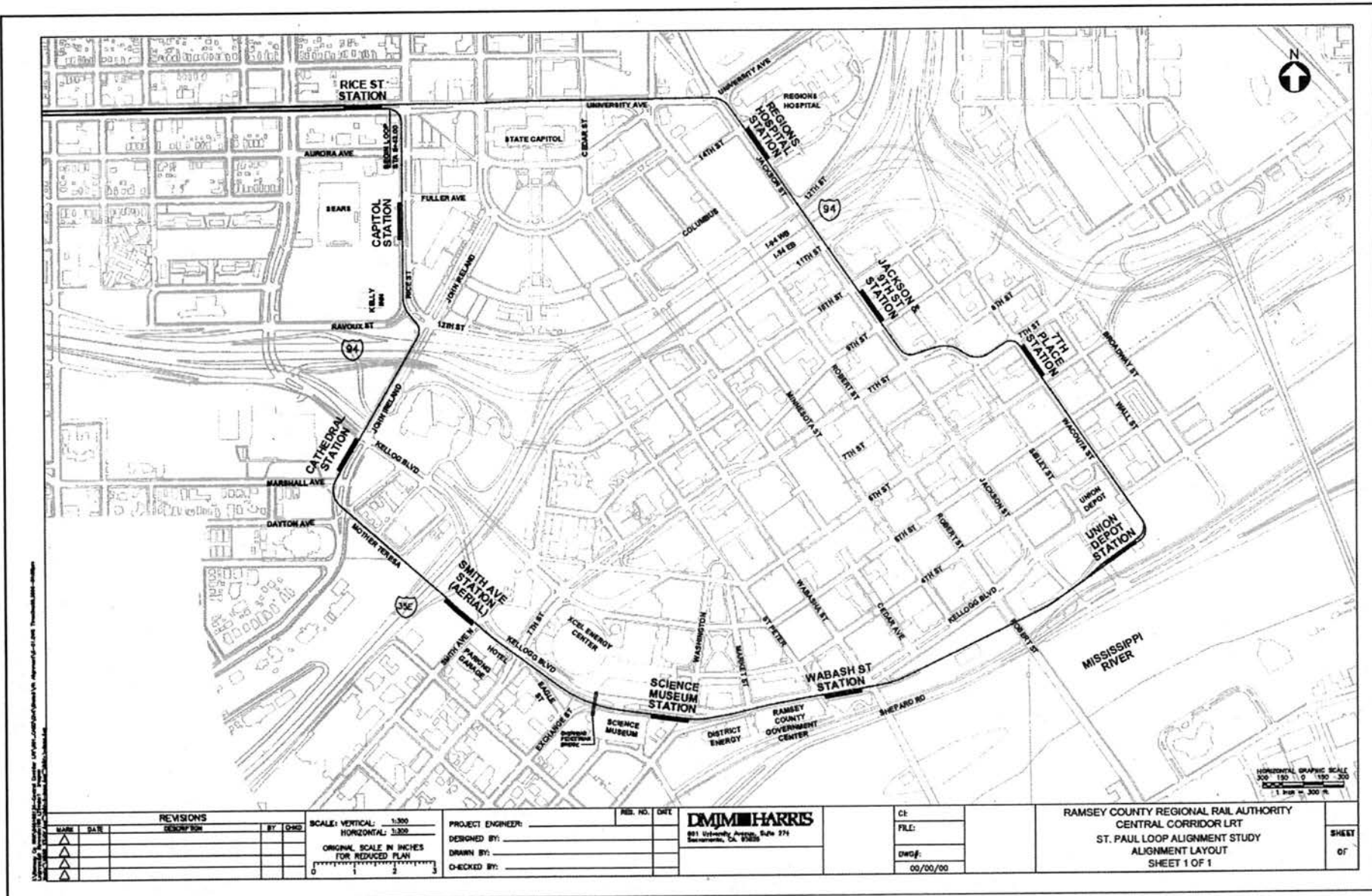
¹Loop layover at St. Paul Union Depot is at mid-loop, causing a delay for passengers continuing on their trip; LPA layover at Union Depot occurs at the end-of-the-line, with all passengers deboarding.

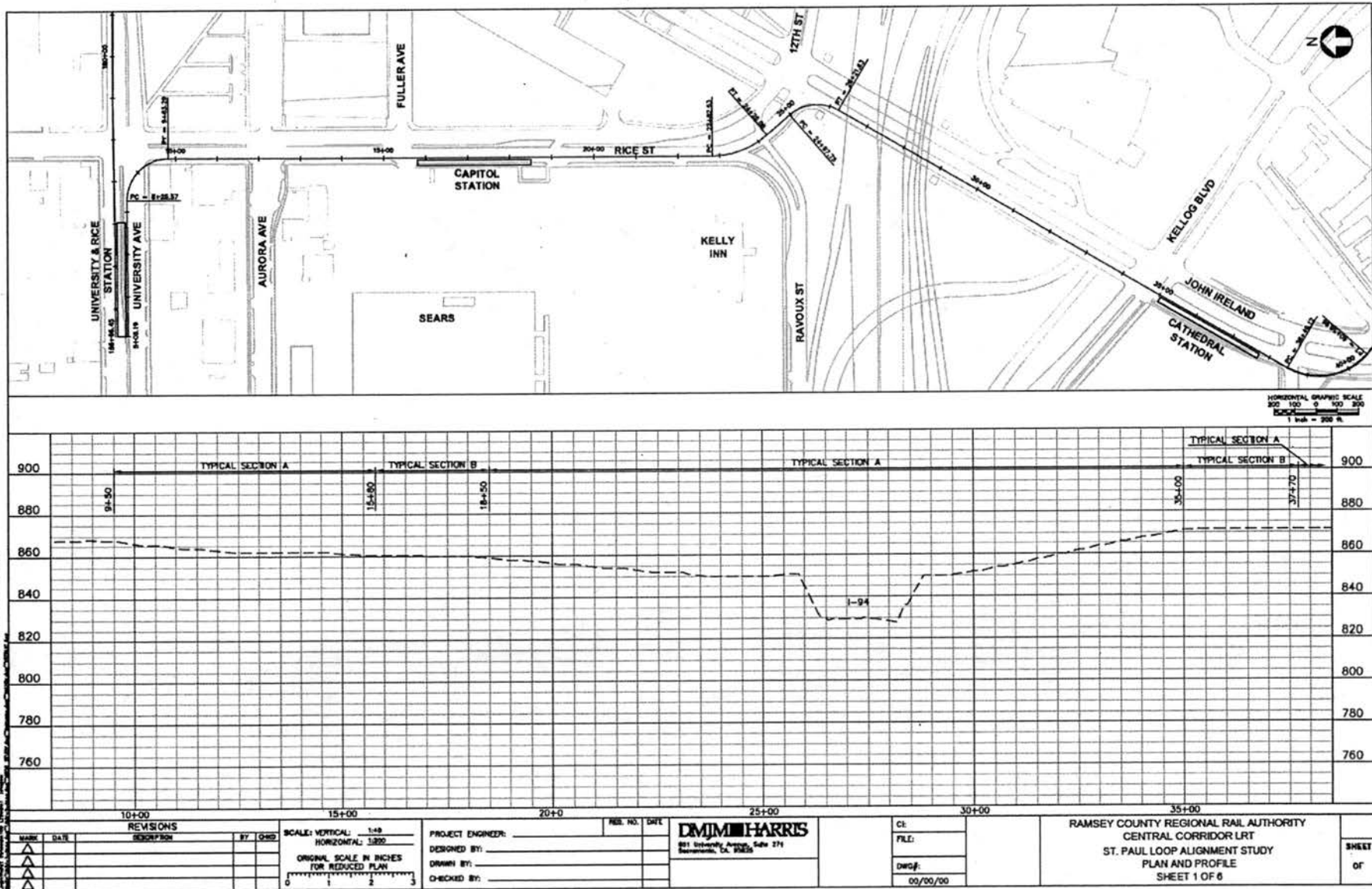
²Includes travel time on train, as well as wait time at station and walk time to ultimate origin and destination.

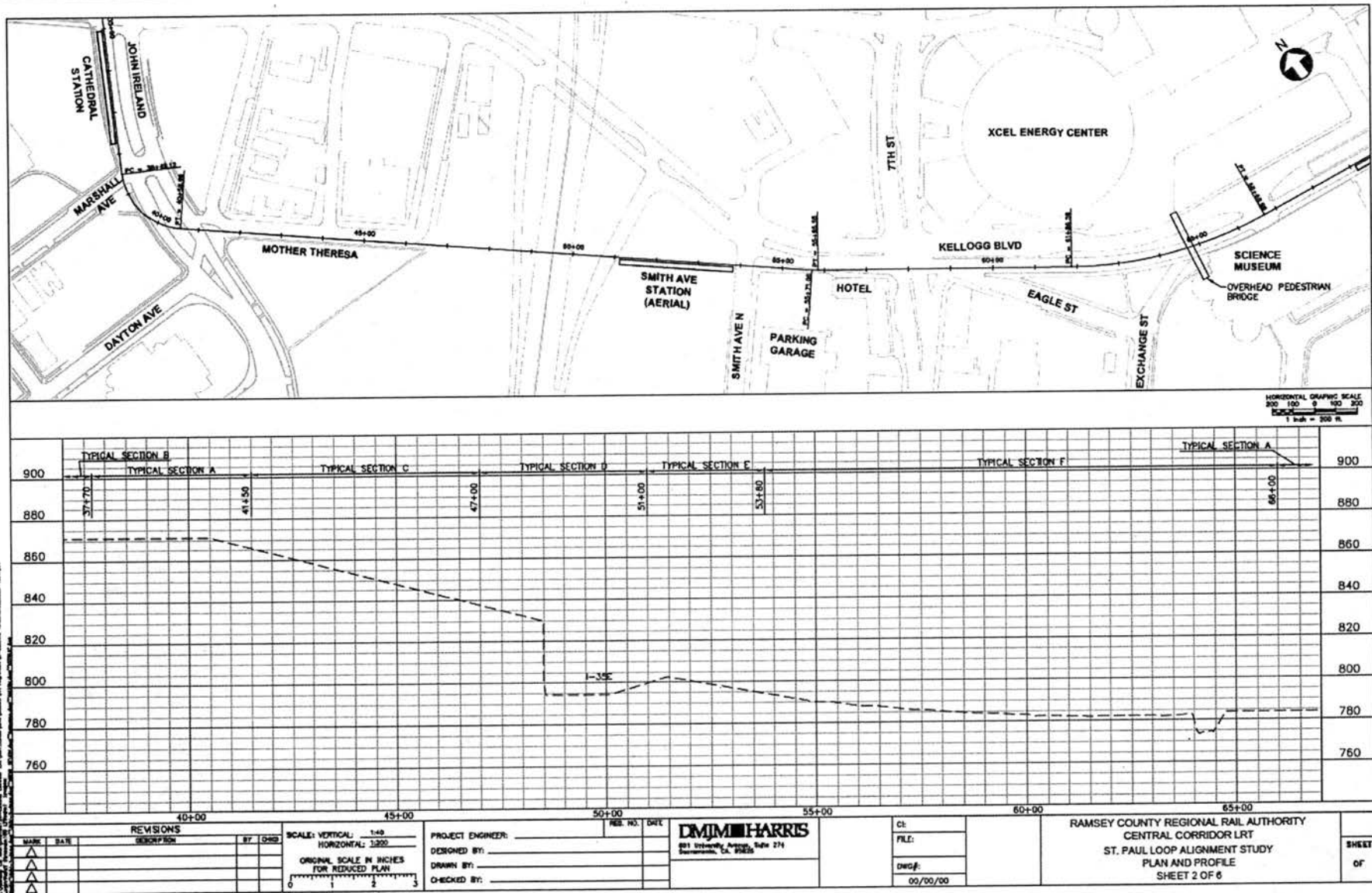
³FTA's threshold to enter preliminary engineering is \$28.99 and \$22.99 for final design and construction.

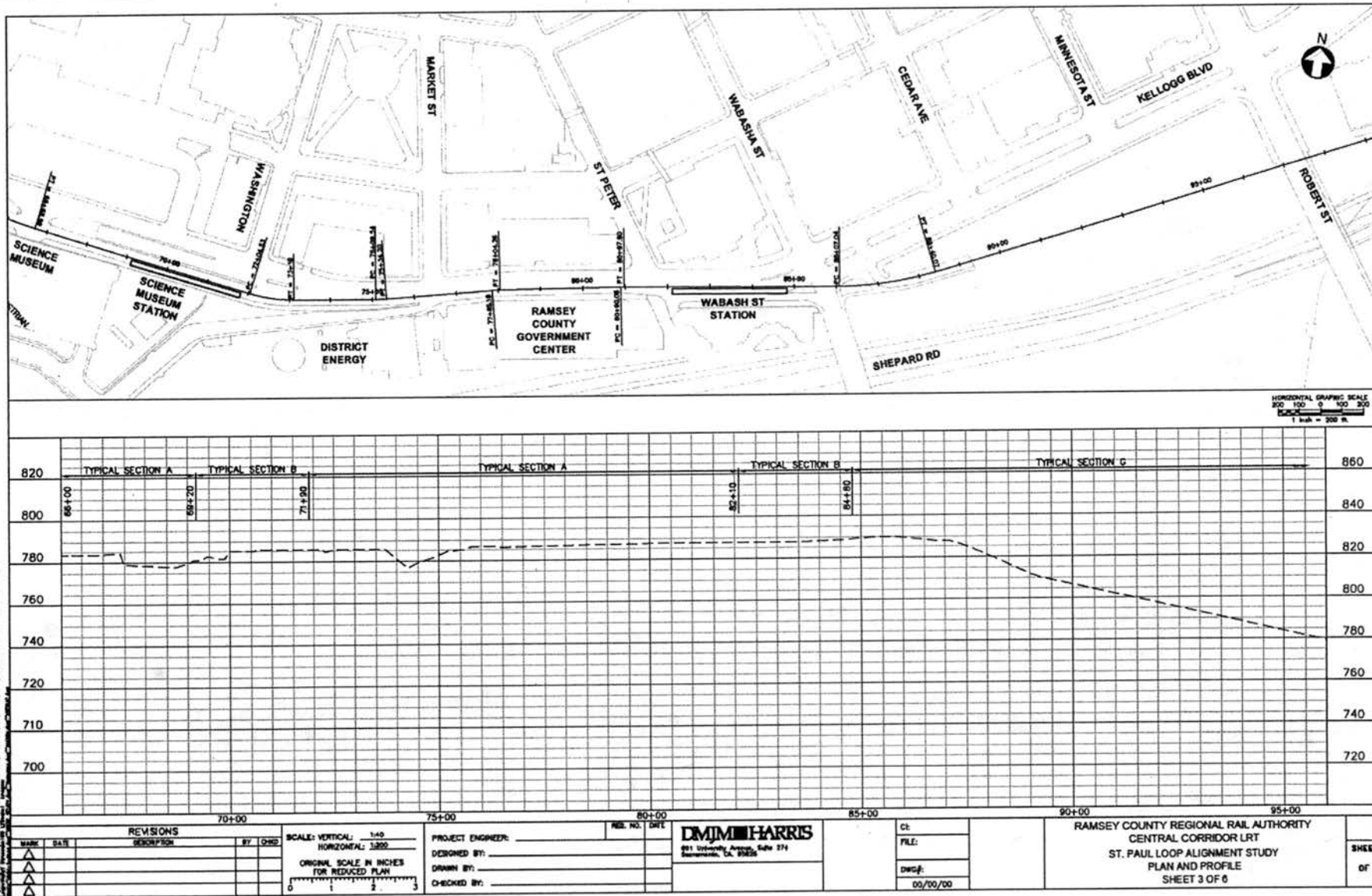
Source: DMJM Harris, AECOM Consult and Connetics Transportation Group, 2006.

APPENDIX A Plan and Profile Drawings



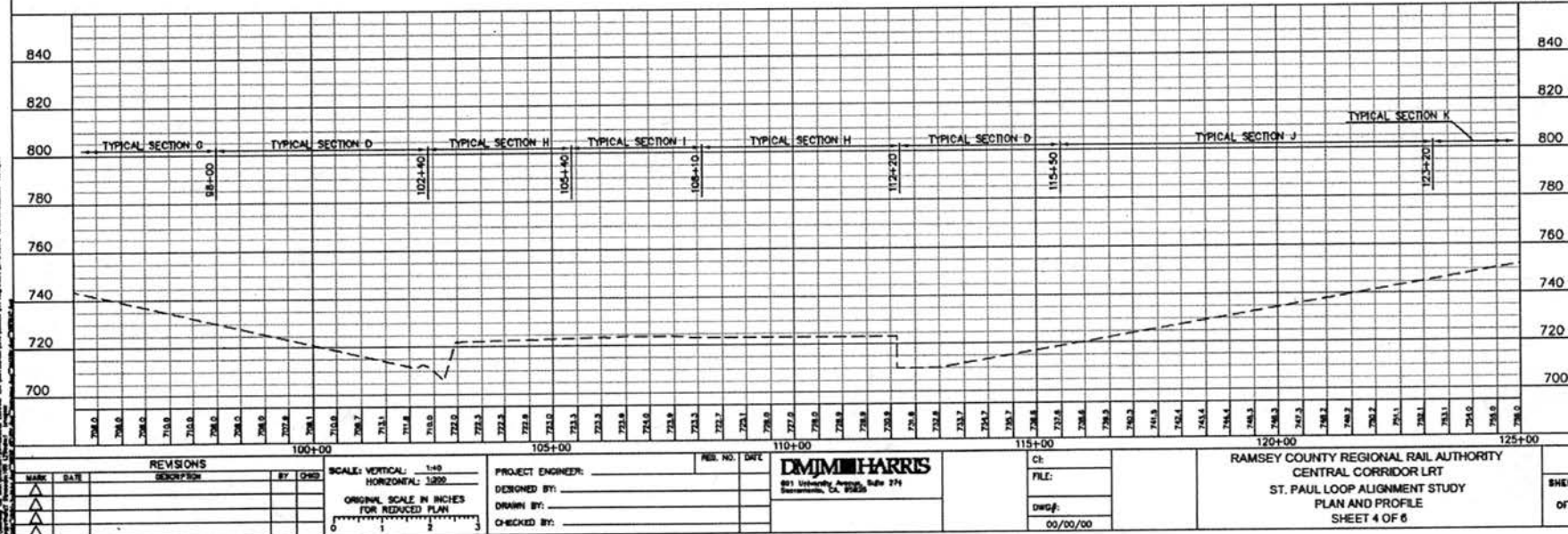


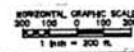


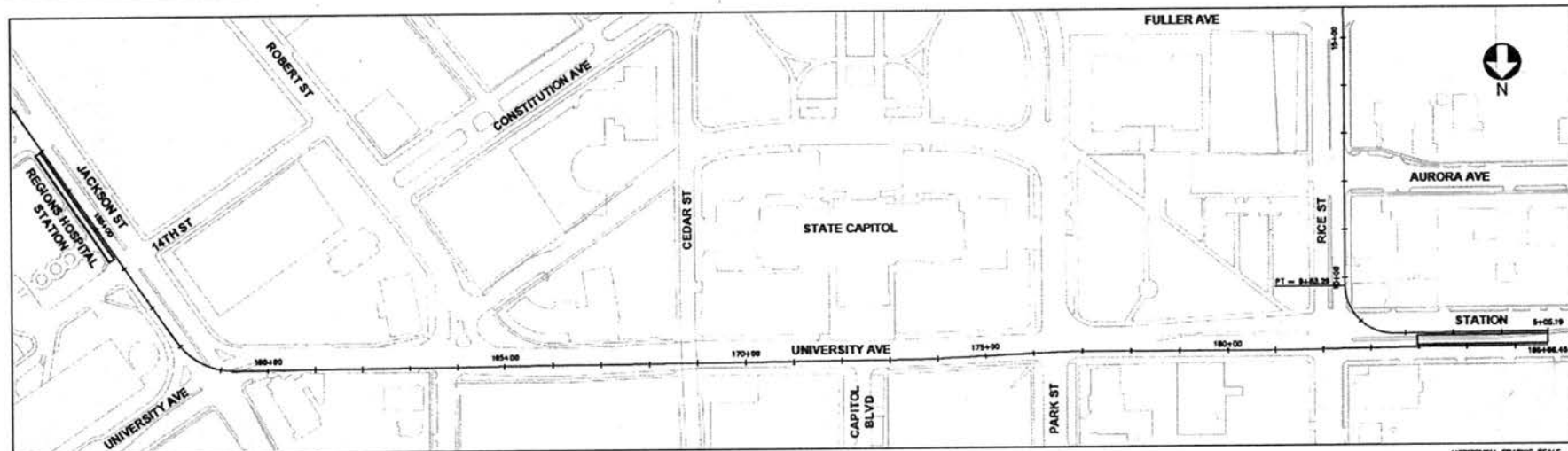




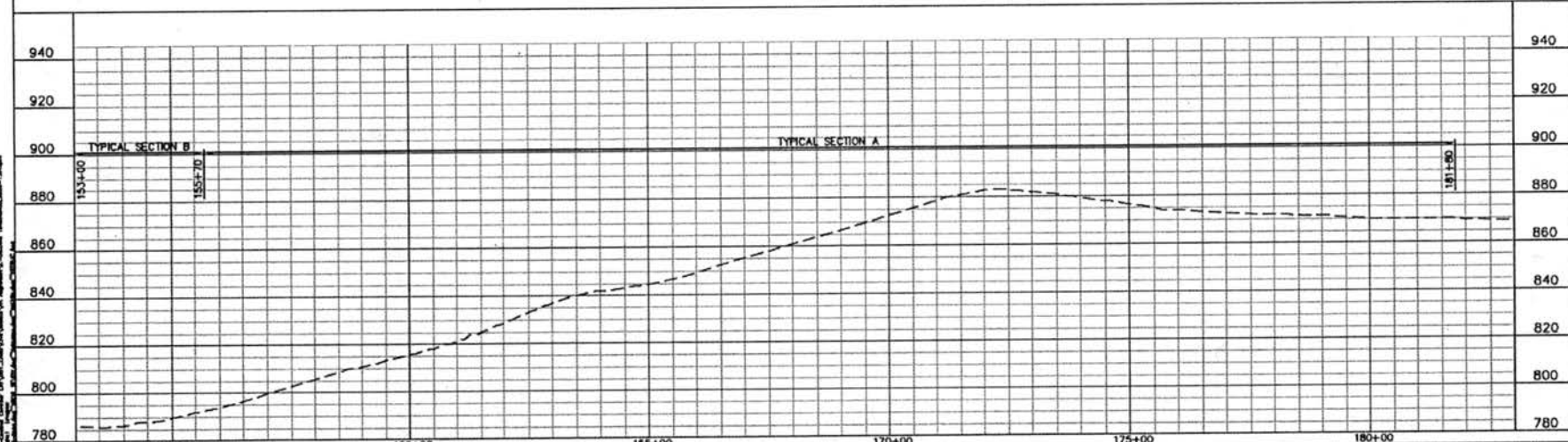
HORIZONTAL GRAPHIC SCALE
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1 inch = 200 ft.







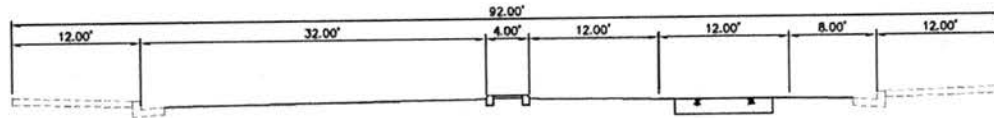
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1 inch = 200 ft



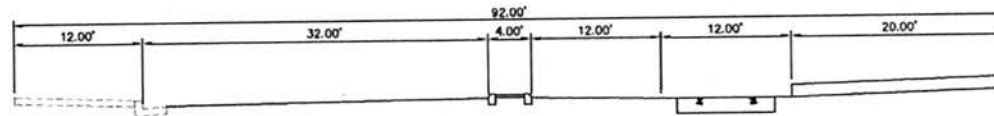
REVISIONS DATE DESCRIPTION BY QHD		SCALE: VERTICAL: 1"=40' HORIZONTAL: 3"=200' ORIGINAL SCALE IN INCHES FOR REDUCED PLAN		PROJECT ENGINEER: _____ DESIGNED BY: _____ DRAWN BY: _____ CHECKED BY: _____		DMJM HARRIS 801 University Avenue, Suite 274 Minneapolis, MN 55415		C: _____ FILE: _____ DWG#: 00/00/00		RAMSEY COUNTY REGIONAL RAIL AUTHORITY CENTRAL CORRIDOR LRT ST. PAUL LOOP ALIGNMENT STUDY PLAN AND PROFILE SHEET 6 OF 6		SHEET OF
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APPENDIX B

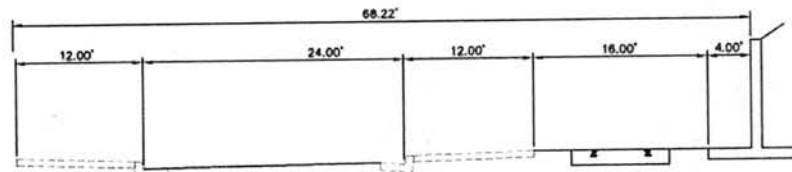
Typical Cross Sections



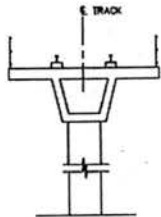
TYPICAL SECTION A



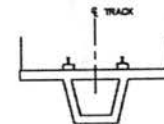
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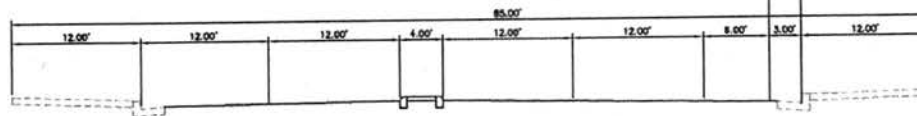
TYPICAL SECTION C



TYPICAL SECTION D



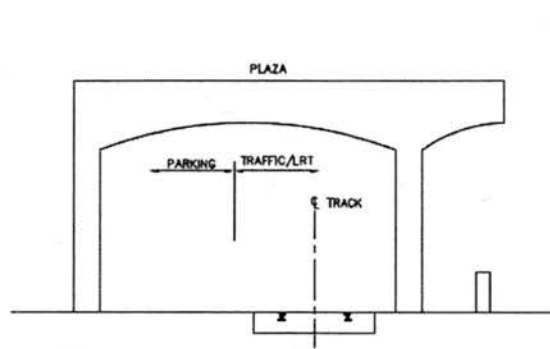
TYPICAL SECTION E



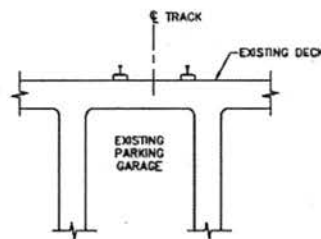
TYPICAL SECTION F

A horizontal graphing scale with markings from -5 to 5. Below the scale, it is labeled "1 inch = 5 ft".

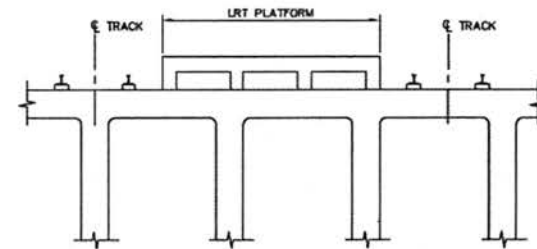
REVISIONS				SCALE: VERTICAL: 1"=40'		PROJECT ENGINEER: _____		DESIGNED BY: _____		DRAWN BY: _____		CHECKED BY: _____		RES. NO. _____ DATE _____		DMJM HARRIS 601 University Avenue, Suite 271 Sacramento, CA 95833		CLIENT: _____		FILE: _____		DWG#: _____		09/00/00		RAMSEY COUNTY REGIONAL RAIL AUTHORITY CENTRAL CORRIDOR LRT ST. PAUL LOOP ALIGNMENT STUDY TYPICAL SECTIONS SHEET 1 OF 2				SHEET OF	
MARK	DATE	DESCRIPTION	BY	CHKD																											
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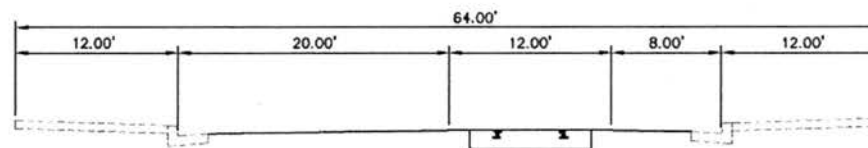
TYPICAL SECTION G



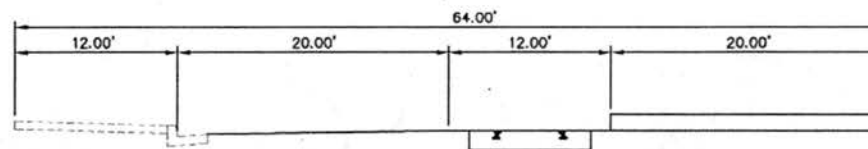
TYPICAL SECTION H



TYPICAL SECTION I



TYPICAL SECTION J



TYPICAL SECTION K

HORIZONTAL GRAPHIC SCALE
1 inch = 1 ft.

1. The information contained herein is the property of DMJM HARRIS & ASSOCIATES, INC. and is not to be distributed, copied, or used in any manner without the written consent of DMJM HARRIS & ASSOCIATES, INC. 2. This drawing was prepared by DMJM HARRIS & ASSOCIATES, INC. for the Ramsey County Regional Rail Authority. 3. The information contained herein is not to be used for any other project without the written consent of DMJM HARRIS & ASSOCIATES, INC. 4. The information contained herein is not to be used for any other project without the written consent of DMJM HARRIS & ASSOCIATES, INC. 5. The information contained herein is not to be used for any other project without the written consent of DMJM HARRIS & ASSOCIATES, INC.

REVISIONS			
NO.	DATE	DESCRIPTION	BY
1			
2			
3			
4			
5			

SCALE: VERTICAL: 1/4" = 1'-0"
HORIZONTAL: 1/8" = 1'-0"
ORIGINAL SCALE IN INCHES
FOR REDUCED PLAN

PROJECT ENGINEER: _____
DESIGNED BY: _____
DRAWN BY: _____
CHECKED BY: _____

RES. NO. DATE
DMJM HARRIS
801 University Avenue, Suite 274
Berkeley, CA 94704

CL: _____
FILE: _____
DWG#: _____
00/00/00

RAMSEY COUNTY REGIONAL RAIL AUTHORITY
CENTRAL CORRIDOR LRT
ST. PAUL LOOP ALIGNMENT STUDY
CIVIL DETAILS
SHEET 2 OF 2

SHEET
OF

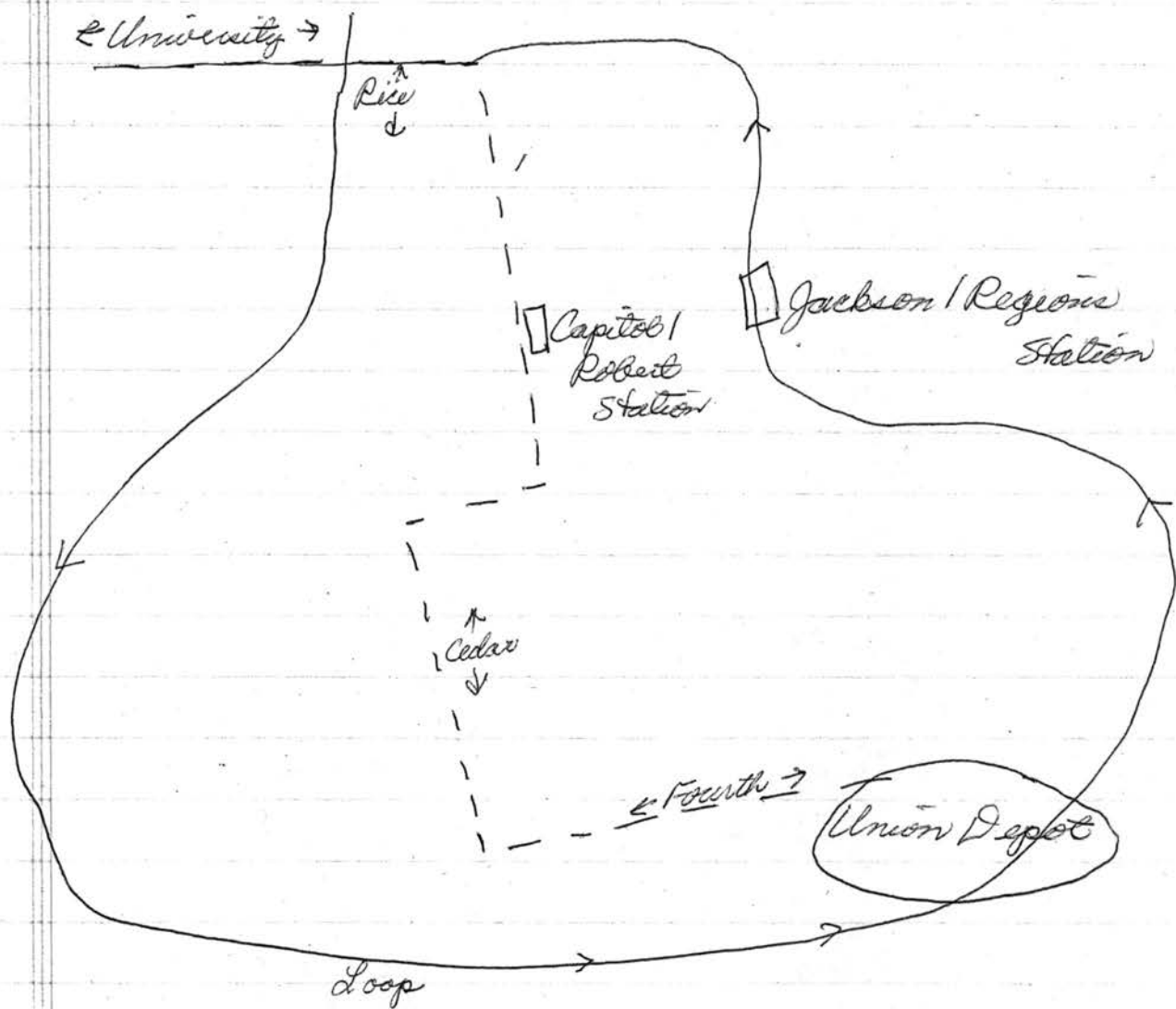
APPENDIX C
Capital Cost Estimates of Downtown St. Paul LRT Loop

Central Corridor LRT Project
St. Paul Loop Alignment Study
Capital Costs

Central Corridor Transit Study		Estimate Basics				
Light Rail Project		Start Sta	End Sta	Length		
Order of Magnitude		8+43	182+00	17,357	3.3 miles	
Drawing	St. Paul Loop					
Central Corridor Light Rail Transit (LRT)						
Description	Quantity	Unit	Unit Cost	Extension	2002\$	
1-Civil Construction					\$29,661,750	
1	Site Preparation - Clearing and Grubbing	17,357	LF	\$5	\$86,785	
2	Grade Preparation to top of Subballast	17,357	LF	\$18	\$312,426	
3	Curb and Gutter Allowance	12,307	LF	\$18	\$221,526	
4	Unclassified Excavation	21,880	CY	\$30	\$656,400	
5	Common Backfill (From Project Excavation)		CY	\$4	\$0	
6	Select Backfill (MSE or Retaining Walls)	925	CY	\$30	\$27,750	
7	Landscape Allowance	12,807	RF	\$32	\$409,824	
8	Chain Link Fencing 6'		LF	\$30	\$0	
9	Site Cleanup and Final Grading Allowance	17,357	RF	\$3	\$52,071	
10	Traffic Control Allowance	17,357	RF	\$67	\$1,162,919	
11	Special Aerial Traffic Control Allowance	2,750	RF	\$500	\$1,375,000	
12	Ballast Track at Grade or Structure	0	TF	\$250	\$0	
13	Embedded (Paved) Track at grade	12,307	TF	\$325	\$3,999,775	
14	Direct Fixation Track - Bridge Structure	5,150	TF	\$300	\$1,545,000	
15	LRT siding or Pocket Track	500	TF	\$280	\$140,000	
16	Double Crossover	0	EA	\$300,000	\$0	
17	Single Crossover	0	EA	\$175,000	\$0	
18	Turnout	2	EA	\$90,000	\$180,000	
19	Minor Street Closure Allowance	21	EA	\$50,000	\$1,050,000	
20	Minor Intersection Rebuild (2 Lanes)	21	EA	\$150,000	\$3,150,000	
21	Minor Traffic Signal (2 Lanes)	13	EA	\$100,000	\$1,300,000	
22	Major Street Closure Allowance	8	EA	\$100,000	\$800,000	
23	Major Intersection Rebuild (4 Lanes)	7	EA	\$250,000	\$1,750,000	
24	Major Traffic Signal (4 Lanes)	9	EA	\$200,000	\$1,800,000	
25	Complex Major Intersection Rebuild	1	EA	\$350,000	\$350,000	
26	Rebuild Stairs, Apply Architectural Treatments and Landscaping on Capital Boulevard		LS	\$1,750,000	\$0	
27	Roadway Construction	418,438	SF	\$12	\$5,021,256	
28	Sidewalk Construction	147,684	SF	\$8	\$1,181,472	
29	TPS Building, Foundation & Ground Mat	17,357	RF	\$15	\$260,355	
30	OCS Poles foundations	17,357	RF	\$10	\$173,570	
31	Signal Communications Building	17,357	RF	\$12	\$208,284	
32	Systems Wide Ductbank/Conduit	17,357	RF	\$133	\$2,308,481	
33	Corrosion Mitigation	17,357	RF	\$8	\$138,856	
34	Modify Existing Hiawatha Alignment To Accommodate the Central Corridor	0	LS	\$150,000	\$0	
50	2 - Insurance - Included other in items					
57	3 - Utilities					\$4,889,680
59	Utility Allowance - High	9,100	RF	\$400	\$3,640,000	
60	Utility Allowance - Medium	2,657	RF	\$240	\$637,680	
61	Utility Allowance - Low	5,100	RF	\$120	\$612,000	
62	Relocate 96" Storm Sewer	0	LS	\$5,000,000	\$0	
63	Relocation 30" Water Line in Downtown St Paul		FT	\$1,000	\$0	
64	Downtown St Paul Central Heating Allowance	0	RT	\$150	\$0	
70	4 - Track Materials - Included in the Rail Items					
71	Track Materials					
74	5 - Structures (Tunnels, Portals, Bridges and Retaining Walls)					\$15,805,000
75	2 EA 4' Jersey Barrier Walls with LRT in Between		TF	\$90	\$0	
77	Retaining Walls to 5' high		LF	\$250	\$0	
78	Retaining Walls to 10' high	500	LF	\$450	\$225,000	
79	Retaining Walls to 20' high		LF	\$1,000	\$0	
80	Aerial Guideway - Short Span	2,550	LF	\$4,200	\$10,710,000	
81	Aerial Guideway - Long Span (Interstate 35E)	200	LF	\$12,600	\$2,520,000	
82	Relocate/Modify Existing Pedestrian Tunnel	1	LS	\$750,000	\$750,000	
83	Relocate Existing Bridge Pedestrian Tunnel		LF	\$2,000	\$0	
84	Remodel Existing Bridge for LRT	600	LF	\$1,000	\$600,000	
85	Remove Pedestrian Overpass	1	LS	\$200,000	\$200,000	
86	Pedestrian Overpass	1	LS	\$800,000	\$800,000	
87	Pedestrian Deck and Platform Access		SF	\$160	\$0	

Central Corridor LRT Project
St. Paul Loop Alignment Study
Capital Costs

Central Corridor Transit Study		Estimate Basics				
Light Rail Project		Start Sta	End Sta	Length		
Order of Magnitude		8+43	182+00	17,357	3.3 miles	
Drawing	St. Paul Loop					
Central Corridor Light Rail Transit (LRT)						
Description	Quantity	Unit	Unit Cost	Extension	2002\$	
						\$50,300,000
104 6 - Stations						
105	9 Stations					
106	Platform Electrical Allowance	9	EA	\$200,000	\$1,800,000	
107	Center Loading Platform		EA	\$2,500,000	\$0	
108	Center or Side Loading Platform Station - Enhanced	7	EA	\$3,500,000	\$24,500,000	
109	Aerial Station	1	EA	\$12,000,000	\$12,000,000	
110	Split Side Loading Platform Station		EA	\$2,500,000	\$0	
111	Split Side or Side Loading Platform - Special Treatment		EA	\$7,500,000	\$0	
112	Side Loading Platform Station	0	EA	\$1,700,000	\$0	
113	Side Loading Platform Terminus Station in St Paul	1	EA	\$12,000,000	\$12,000,000	
114 7 - Park & Rides						\$2,082,840
115 8 - Operations Facility (All Yard elements included)						
120	Building & Yard Site Preparation	17,357	RF	\$30.00	\$520,710	
121	Operations Facility Building	17,357	RF	\$36.00	\$624,852	
122	Yard Maintenance Equipment	17,357	RF	27	\$468,639	
123	Maintenance of Way Vehicles	17,357	RF	27	\$468,639	
124	Communication Control Center/ Hardware/ Software	17,357	RF		\$0	
125	Storage Yard Allowance in St. Paul Terminus Area		VEH	350000	\$0	
133 9 - Traction Power System						\$3,697,041
136	Substation	17,357	RF	96	\$1,666,272	
137	OCS Single Contact Wire	17,357	RF	85	\$1,475,345	
138	OCS Simple Catenary		RF	110	\$0	
139	Lighting	17,357	RF	8	\$138,856	
140	Spare Parts	17,357	RF	24	\$416,568	
147 10 - Signal System						\$3,471,400
148	Signal	17,357	RF	200	\$3,471,400	
151 11 - Communications						\$1,648,915
152	Communications	17,357	RF	95	\$1,648,915	
157 12 - Fare Collection						\$675,000
158	Fare Collection Vending Machine, Validation & Spare (Two per Station)	9	EA	75000	\$675,000	
160	Subtotal - Infrastructure			subtotal		\$112,231,626
161						\$2,499,408
162 13 - Right of Way						
	Basic Right of Way Allowance	208,284	SF	\$12	\$2,499,408	
	Building Takes		SF	\$175	\$0	
	Building Demolition		CF	\$1.25	\$0	
	Specific Right of Way Takes		SF	\$15	\$0	
14 - Vehicles (see summary)						\$0
	Assume Low Floor Light Rail Vehicle - Base Cost	0	VEH	\$2,500,000	\$0	
	Associated Vehicle Spare Parts	0	VEH	\$685,000	\$0	
15 - Engineering & Administration						\$33,669,488
	Infrastructure A & E 30%	\$112,231,626			\$33,669,488	
	Vehicle A & E 5.0%	\$0			\$0	
16 - Contingencies						\$26,358,069
	Vehicles	Contingencies 5.0%	\$0		\$0	
	Infrastructure	Contingencies 20%	\$107,341,946		\$21,468,389	
	Utilities	Contingencies 100%	\$4,889,680		\$4,889,680	
				Total	\$174,758,591	



Taylor, Angie

From: Fischer, Kathryn
Sent: Tuesday, March 20, 2007 4:34 PM
To: Taylor, Angie
Cc: Morris, Steve; Vap, Alicia; Coulson, Art; Homolka, James
Subject: RE: to do list

Thanks, Angie, thorough list.

Mine includes:

Map of the widths of RCRRA right of way --- James/Alicia

Janice Rettman requested lots of information in writing about who pays what, how this fits in with past projects --- James/Alicia

Janice Rettman asked for how the county will be compensated for right of way usage. She asked for a discussion of annual fees and maintenance issues.--- James/Alicia

Rafael --- after all is said and done, are we better off? --- James/Alicia

Staff needs to propose a policy on what we want from Metro Council --- James/Alicia

When they return, the board wants a workshop with considerable more detail. --- James/Alicia

The Board asked for a change to the resolution on passenger rail --- Angie

Include southern BN alignment in analysis of passenger rail --- Alicia/Steve

Tony B requested information on the Amtrak route through Minneapolis --- Steve

Jim M asked for a workshop on the timeline for the Central Corridor. What if the Board wanted two years eliminated from the project timeline, how could that be accomplished --- Steve

-----Original Message-----

From: Taylor, Angie
Sent: Tuesday, March 20, 2007 12:47 PM
To: Fischer, Kathryn
Subject: RE: to do list

Commissioner Bennett requested a more detailed map of where the proposed interceptor line will go, outlining where it goes from 100 feet, to 40 feet, to 20 feet, etc.

Commissioner Bennett also questioned how much research had been done on the Phalen Corridor regarding the previous leak and any environmental concerns that may arise.

Commissioner McDonough requested information on how homeowners would be affected because our right-of-way goes through many backyards.

Janice Rettman inquired about whether a budget was in place for the interceptor proposal

Janice Rettman requested information regarding the noise levels during construction.

Janice Rettman requested information on who would pay for the interceptor, and whether the water shed would be receiving rebate checks from previous interceptor sale.

Janice Rettman also requested that the schematic be in writing. She requested flow charts. Inquired how Ramsey County would be compensated for use of right-of-way.

Chair Ortega advised Mr. Cook to work with the stakeholders, including Ramsey County and St. Paul Parks and Rec personnel before returning to the board

Chair Ortega questioned whether or not we will be kept whole as far as transit usability after construction.

Jim McDonough requested more detailed information from Bill Cook regarding Interceptor proposal. He also suggested that a workshop may be best option.

Reinhardt suggested the last Resolved clause under Item 5 be reworded to read "for the passenger rail study from Red Wing to the Northstar,"

More information was requested regarding the temporary train service during the Republican National Convention

Janice Rettman requested that BN south be included in study

Janice Rettman suggested studying portion of I35 as an alternative, with direct connection to Union Depot

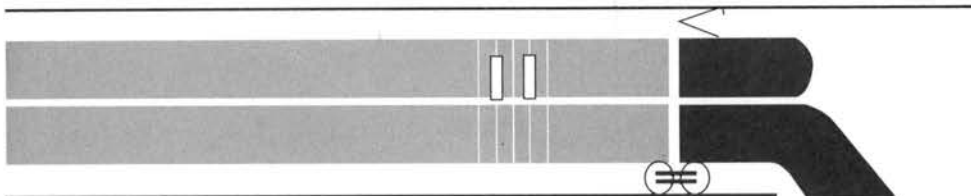
Chair Ortega requested that research be implemented to see what Ramsey County would need to do in order to move the Union Depot project forward to cut costs.

Angie Taylor
Regional Railroad Authority
(651) 266-2760

-----Original Message-----

From: Fischer, Kathryn
Sent: Tuesday, March 20, 2007 12:01 PM
To: Taylor, Angie
Subject: to do list

Angie, would you please prepare today a "to do" list from the Rail Authority meeting----- items you heard them say they want us to follow up on? Thanks.



Ramsey County Regional Railroad Authority

6560 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

AGENDA

Regional Railroad Authority Meeting

March 20, 2007

**Immediately following the
Housing and Redevelopment Authority (HRA)**

Third Floor Council Chambers Courthouse

ADMINISTRATIVE

1. * Approve minutes from February 13, 2007 meeting.
2. * Amend 2008 Federal Funding Requests to include \$22 million for Central Corridor.
3. * Approve Resolution of Support from Eastern Transportation Alliance.

POLICY

4. Northeast Sewer Interceptor Proposal—Bill Cook, Metropolitan Council.
5. * Red Wing to Minneapolis Passenger Rail Study.
6. Update from Public Communications Staff.

* Action is requested

1

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on February 13, 2007, in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: Brittany Arnesen, Art Coulson, Alyssa Duren, Kathy Fischer, Jessica Hopmann, Kathy Kapoun, Julie Kleinschmidt, Marsha Kurka, Greg Mack, David MacMillan, Steve Morris, Sarah Penman, Angie Taylor, Mark Voerding

Chair Ortega called the meeting to order at 11:45 am.

ADMINISTRATIVE AGENDA

1. Approve minutes February 6, 2007 meeting

A motion was made by Commissioner Carter, seconded by Commissioner Bennett, to approve the minutes from the February 6, 2007 meeting.

Roll call vote was taken:

Ayes – 7; Nays – 0
Motion accepted.

2. Approval of contract with Colle & McVoy at a cost not to exceed \$100,000 and authorize the chair to execute the contract

A motion was made by Commissioner McDonough, seconded by Commissioner Bennett, to approve the contract with Colle & McVoy at a cost not to exceed \$100,000 and to authorize the chair to execute the contract.

Roll call vote was taken, Commissioner Rettman voted no:

Ayes – 6; Nays – 1
Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority has a goal of ensuring that the Central Corridor light rail transit project is constructed well, because it is a 100 year investment and will serve generations to come; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its chair to execute a contract with Colle & McVoy, a communications firm, at an amount not to exceed \$100,000, for the purposes of:

- Ensuring a connection of the Central Corridor project to Union Depot
- Ensuring that the loop alignment is constructed in downtown St. Paul
- Ensuring the most comprehensive service and solutions for University Avenue.

3. Advocacy and support for transit

A motion was made by Commissioner Reinhardt, seconded by Commissioner McDonough, to approve the amendment to Central Parking Management agreement.

Roll call vote was taken, Commissioner Rettman voted no:

Ayes – 6; Nays – 1
Motion accepted.

WHEREAS, The Ramsey County Board of Commissioners and the Ramsey County Regional Rail Authority have a long-standing commitment to the development of regional transit in the east metro area; and

WHEREAS, This commitment has led to their planning and implementation for a number of transit lines and related development; and

WHEREAS, The Ramsey County Board of Commissioners and the Ramsey County Regional Rail Authority have gone on record in support of the following transit and transit-related development in the east metro area:

- The Union Depot Multi-Modal Transit Hub in downtown Saint Paul, which will serve High Speed rail from Chicago, light rail, passenger rail, commuter rail and other modes of transit and transportation;
- The Central Corridor LRT Line beginning at the Union Depot Multi-Modal Transit Hub in downtown St. Paul;
- The Rush Line ending at the Union Depot Multi-Modal Transit Hub in downtown St. Paul;
- The Red Rock Commuter Line;
- The Robert Street Line; and
- The Union Depot to St. Croix County Line via I-94

and;

WHEREAS, The County Board of Commissioners and the Regional Rail Authority have also gone on record in support of a comprehensive system of trail lines that include a commuter bicycle station located at the Union Depot Multi-modal Transit Hub; and

WHEREAS, The County Board and Regional Rail Authority has received outstanding support and financial assistance from the members of both the State Legislative Delegation and their Federal legislators on the development of these transit initiatives; Now, Therefore, Be It

RESOLVED, That the Ramsey County Board of Commissioners and the Ramsey County Rail Authority wish to express their continuing thanks to their legislative colleagues for their support and assistance in this development; and Be It Further

RESOLVED, That they urge the members of the State Delegation and the Minnesota Federal Legislative Delegation to continue their advocacy and support for these transit and transit-related initiatives; and Be It Further

RESOLVED, That they authorize the presentation of this resolution and their request to the members of the County, State, and Federal legislative delegations.

The meeting adjourned at 11:50 am.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

Kathryn Fischer
Authorized Signature

3/13/07
Date

Amend 2008 Federal Funding Requests to
include \$22 million for Central Corridor.

ACTION IS REQUESTED

Request Justification

See attached: 1) Proposed resolution attached; and
2) Memorandum from Kathy Fischer, dated March 12, 2007.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 20, 2007
Board Date

Angelique Taylor
Signature

03-13-07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: March 20, 2007 No.: R07-

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 the Ramsey County Regional Railroad Authority requests federal 2008 appropriations for:

(1) Central Corridor: Preliminary and advanced engineering

Amount of request: \$22 million (at request of Congresswoman Betty McCollum)

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

Amount of request: \$5 million

(3) Rush Line Corridor: Design, construction of park ride facilities and funding for startup of transit service

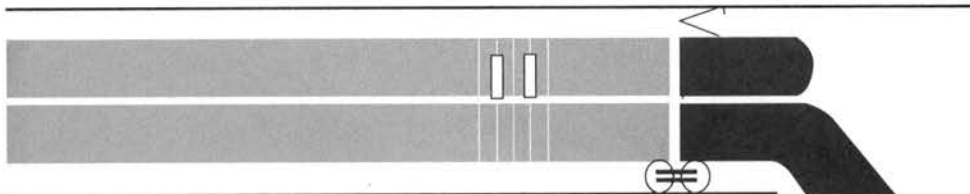
Amount of request: \$5 million

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

6560 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: Kathy Fischer

DATE: March 12, 2007

SUBJECT: Amended 2008 Federal Funding Request for Central Corridor

Since the initial request for funding for federal fiscal year 2008 was submitted, discussions with project partners and Congresswoman Betty McCollum recommend that the Central Corridor request be increased from \$15 million to \$22 million. The other requests remain the same.

Recommendation:

Consider the attached resolution and support the proposed amendment to the 2008 federal funding request to include \$22 million for Central Corridor.

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

REGIONAL RAILROAD AUTHORITY

Kathryn Zischer
Authorized Signature

3/13/07
Date

Approve Resolution of Support from
Eastern Transportation Alliance.

ACTION REQUESTED

Request Justification

See attached: 1. Proposed resolution.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 20, 2007
Board Date

Angelique Taylor
Signature

03-13-07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: March 20, 2007 No.: R07-

(Page 1 of 2)

WHEREAS, Local elected officials in the eastern metropolitan area believe that a well-designed, constructed, and financed transit and transportation network is vital to the development and economic well-being of both the east metropolitan area and the entire State of Minnesota; and

WHEREAS, This vision of transit and transportation investment is shared with many of their State Legislative representatives, a number of whom have been leaders in the transit and transportation discussions currently underway at the Capitol; and

WHEREAS, A cornerstone of the vision for transit development of this group of state and local elected officials is embodied in the rejuvenation of the Union Depot Concourse as a multi-modal transit hub that ensures seamless connections to all methods of rail, bus, and bicycle transportation; and

WHEREAS, As an expression of their vision, this group of state and local elected officials has come together to create an entity to unify and testify to their support for transit and transportation development efforts, called the Eastern Transportation Alliance, or ETA; and

WHEREAS, City and County elected officials, as members of the ETA, wish to voice their support for a number of the transit and transportation funding proposals currently under consideration at the State Legislature; Now, Therefore, Be It

RESOLVED, That the passage into law of a comprehensive transit and transportation funding package during the 2007 State Legislative session is a high priority of and vigorously supported by the ETA; and Be It Further

RESOLVED, That the following capital investment requests are supported by ETA during the 2007 State Legislative session:

- Central Corridor - \$40 million to match federal funds;
- Union Depot - \$9 million to match federal funds;
- Red Rock - \$1.5 million for infrastructure and feasibility study;
- Rush Line - \$1 million for infrastructure and feasibility study;
- High-Speed Rail from Chicago to Saint Paul Union Depot Concourse Multi-Modal Transit Hub - \$10 million; and
- I-94 Corridor - \$1 million for feasibility study.

Rafael E. Ortega, Chair

By: _____
Tony Bennett, Secretary

RESOLUTION

Board of Ramsey County Regional Railroad Authority

(Page 2 of 2)

and Be It Further

RESOLVED, That the following transportation funding options are supported by
ETA:

- Ten-cent gas tax increase, including an index factor for inflation;
- One-half cent (1/2 cent) sales tax increase, dedicated for transit and transportation usage;
- \$20 wheelage tax increase without a corresponding levy offset;
- Motor Vehicle Sales Tax for leased vehicles; and
- Tab fee increases.

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

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

Lathyn Fischer
Authorized Signature

3/13/07
Date

Northeast Sewer Interceptor Proposal.

DICUSSION ONLY

Request Justification

Bill Cook of the Metropolitan Council will present information about the proposed Northeast Sewer Interceptor corridor at the March 20, 2007 meeting, and its relationship to Ramsey County Regional Railroad Authority Right-of-Way.

Budgeting and Accounting

County Attorney

Risk Management

Dil MacKull

Documentation certified complete for:

March 20, 2007
Board Date

Angelique Taylor
Signature

03-13-07
Date

MCES Northeast Interceptor – Phase 1

March 20, 2007

Why we are here

- ⊗ Need for Project
- ⊗ Selection of a Route
- ⊗ Plan
- ⊗ Joint Corridor Opportunities
- ⊗ Next Steps

B

Need for Project

- ⌚ To accommodate growth in the northeast metropolitan area
- ⌚ To allow for easier rehabilitation of the existing interceptor infrastructure

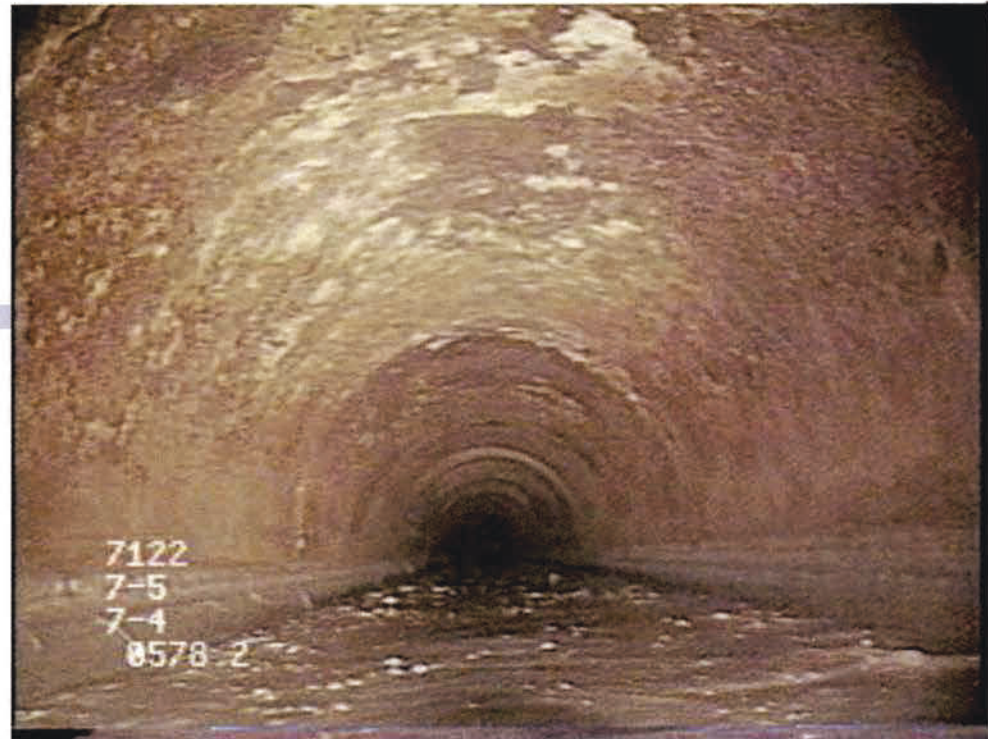
Project Need - Service Area

- ③ Population in the northeast service area is expected to increase 25% by 2030
- ③ Long-term service to Ramsey County within the northeast sewershed is expected to increase by 8.5 mgd or 24% of the total growth
- ③ New interceptor is sized for ultimate development within the service area



Project Need – Existing Infrastructure

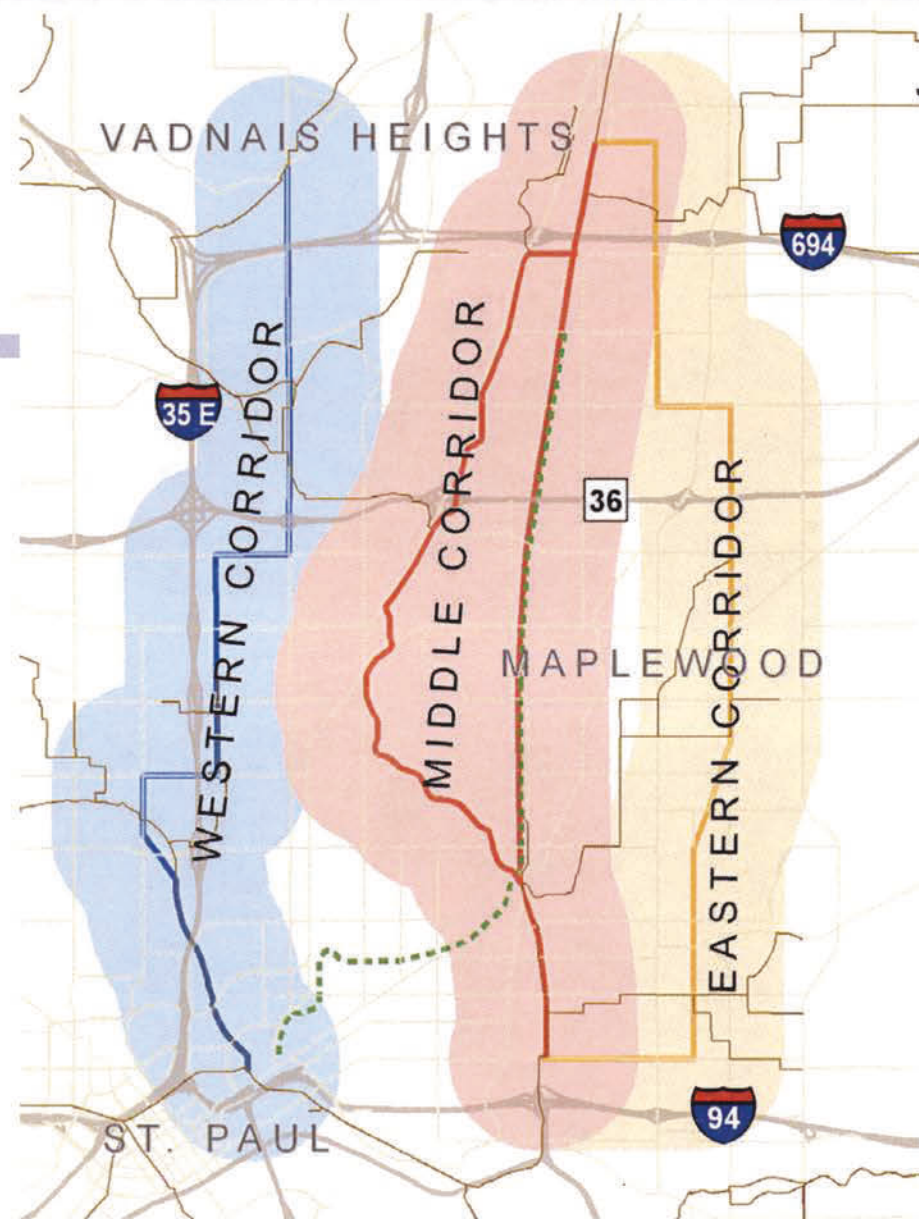
- ③ New interceptor will make it possible to rehabilitate existing pipelines
- ③ Existing pipelines may need to be rehabilitated within the next 30 years



Moderate corrosion within the Beltline Interceptor (Picture located where interceptor crosses under Highway 36).

Selection of a Route

- ⊕ Eastern Corridor – Roughly Parallel to White Bear Avenue
- ⊕ Middle Corridor – Along the Bruce Vento Regional Trail
- ⊕ Western Corridor – Close to I-35E



Selection of a Route

- ③ Western Corridor - highest risk and most costly alternative due to planned MN/DOT expansions, additional pipe foundation requirements, and added length
- ③ Eastern Corridor – advantage of sandstone tunneling, however, large shafts would cut off access to businesses and neighborhoods and costs are much higher due to increased length
- ③ Middle Corridor – Least cost alternative

Selection of a Route



Within the Middle Corridor, the sewer could parallel Highway 61 or the Bruce Vento Regional Trail. Paralleling Highway 61 would:

- ⊗ Heavily impact regional parks and golf courses
- ⊗ Disrupt traffic north of Highway 36

Paralleling the Regional Trail would:

- ⊗ Allow construction at the least cost
- ⊗ Potentially benefit future transit

Plan

Possible benefits of paralleling the Regional Trail include:

- ⊕ Provide to enhance the corridor
- ⊕ Assist in acquisition of right-of-way



Transit Corridor Study

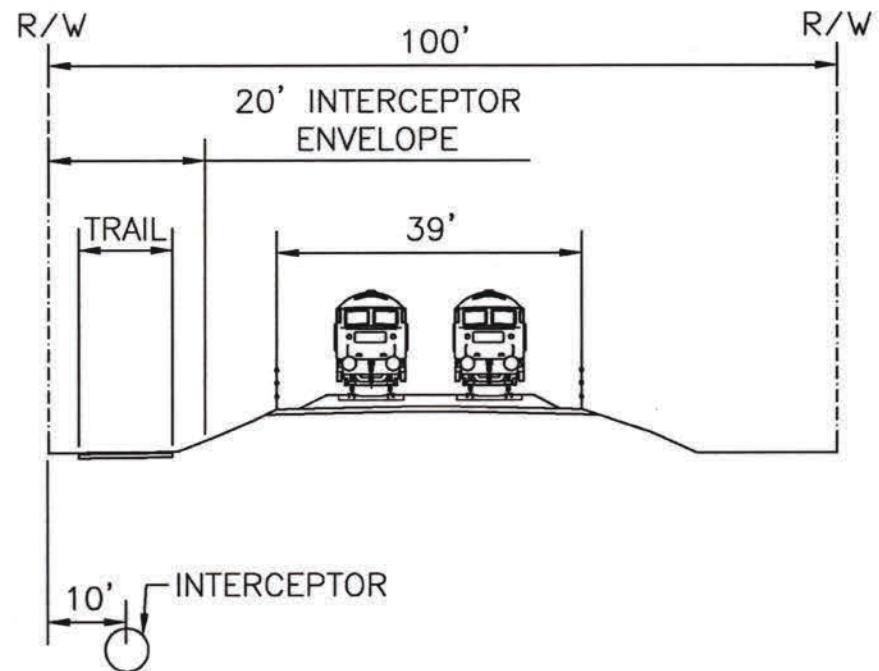
MCES has prepared a Transit Corridor Study to review:

- ⊕ A location for the new interceptor that does not interfere with future transit options
- ⊕ The best locations for the interceptor to coexist with the future regional trail



Joint Corridor Use Opportunities

- ③ Interceptor and trail can be paired to an advantage
- ③ Envelope for interceptor would remain outside of a 39-foot wide space required for transit



COMMUTER RAIL DOUBLE TRACK
TYPICAL SECTION

Joint Corridor Use Opportunities – Lake Phalen's East Shore Drive

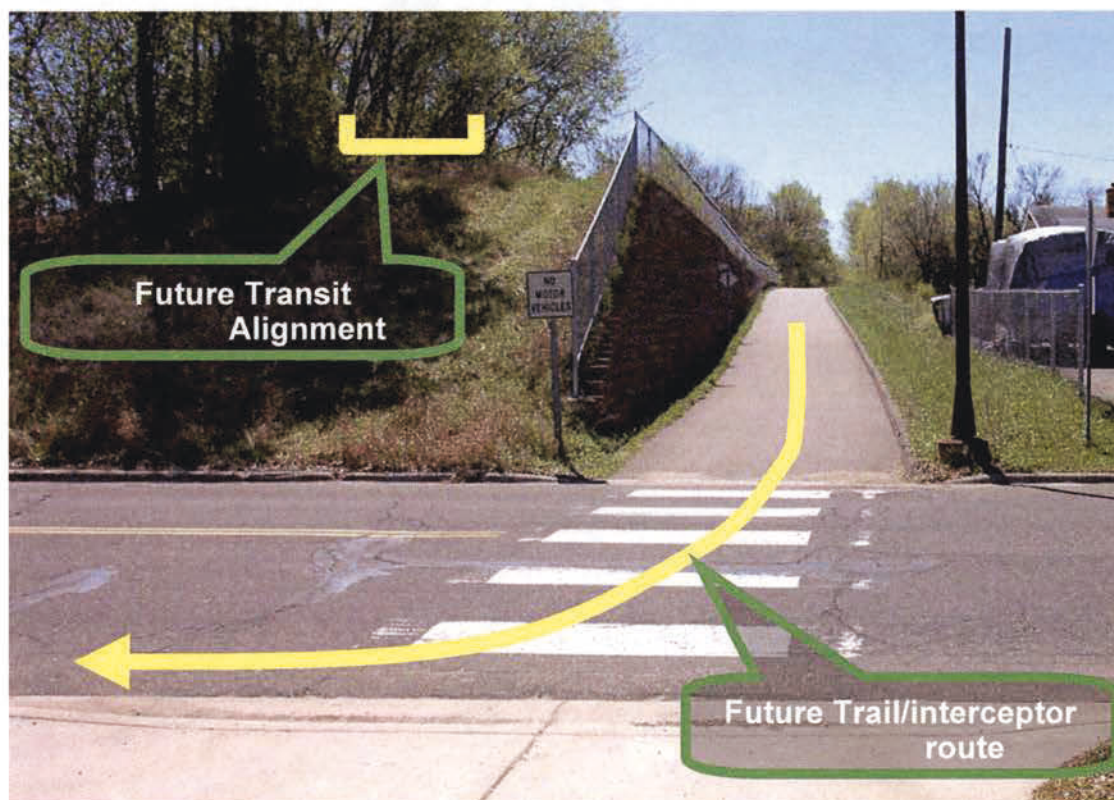
Future trail location should favor lake views and park access:

- ⊕ Interceptor would follow parkland to the east of the corridor alignment
- ⊕ Former rail embankment would be preserved for future transit
- ⊕ Interceptor alignment could be used for future trail relocation



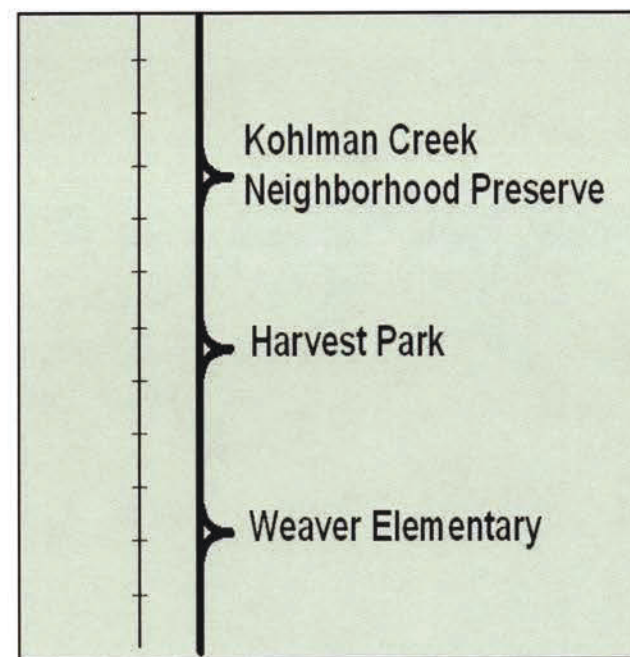
Joint Corridor Use Opportunities – Grade Separated Crossings

- ⊕ Transit will likely reuse existing embankment at Arlington Avenue
- ⊕ Location is ideal for a future grade separated trail crossing to east edge of corridor



Joint Corridor Use Opportunities – Gateway Trail and North

- ⊕ Future relocation of the trail to the east of the transit way provides access to parks and school



Joint Corridor Opportunities - 51

Assist in property acquisitions

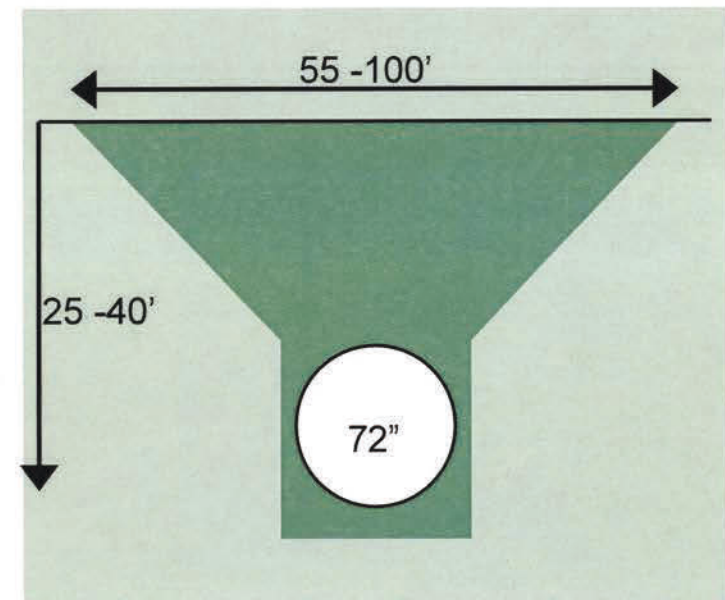
- ⊕ Land rights would have to be acquired from the City of Maplewood north of Beam Avenue.



Construction Means

Open Excavation

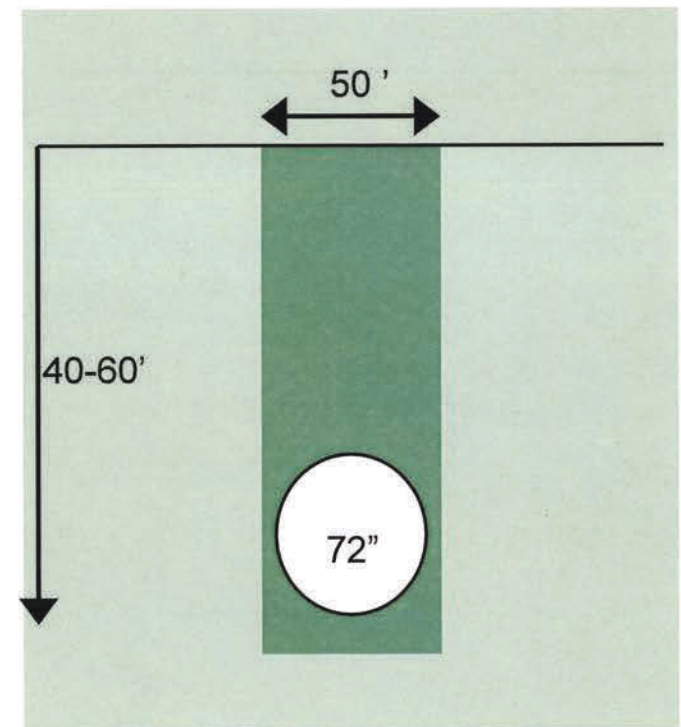
- ③ Pipe depth varies between 25 and 40 feet
- ③ Pipe trench width will vary from 55 to 100 feet
- ③ Possible locations for open excavation are north of County Road C
- ③ Duration is approximately one month for 800 feet



Construction Means

Tunneling

- ⊙ Pipe depth varies between 40 and 60 feet
- ⊙ Tunneling shafts are approximately 50 feet in diameter with staging areas covering several acres
- ⊙ Majority of the route requires tunneling
- ⊙ Duration is approximately one month for 400 feet



Next Steps

- ③ Draft Transit Corridor Study provided to RCRRA
- ③ Work with Ramsey County Parks and Recreation, Regional Rail Authority and St. Paul Parks
- ③ Briefing of Ramsey County and other stakeholders
- ③ Initiate public hearing for the MCES Draft Facility Plan
- ③ Commence with interceptor design



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

REGIONAL RAILROAD AUTHORITY

Kathryn Fischer
Authorized Signature

3/13/07
Date

Red Wing to Minneapolis Passenger Rail
Study.

ACTION IS REQUESTED

Request Justification

See attached:

1. Proposed resolution;
2. Memorandum dated March 12, 2007, from Kathy Fischer;
and
3. Information from St. Louis County.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 20, 2007
Board Date

Angelique Taylor
Signature

03-13-07
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No.: _____

WHEREAS, The Ramsey County Regional Railroad Authority supports passenger rail service to the St. Paul Union Depot; and

WHEREAS, LTK Engineering, has considerable experience analyzing railroads in the Twin Cities, and has performed work for the St. Paul Union Depot multimodal terminal project; and

WHEREAS, the St. Paul Union Depot concourse will serve as a multimodal, regional transit hub for Central, Red Rock, Rush Line, Robert Street, and I94 Corridors, High Speed Rail from Chicago, passenger rail, bus service, and bicycle commuters; and

WHEREAS, Ramsey County Regional Railroad Authority will conduct a passenger rail study from Red Wing to the St. Paul Union Depot and to the downtown Minneapolis multimodal station; and

WHEREAS, Ramsey County Regional Railroad Authority will also analyze if temporary rail service could be implemented for the September 2008 Republic National Committee convention in St. Paul; and

WHEREAS, Time is of the essence to complete the passenger rail study to facilitate in transportation planning for the 2008 Republican National Committee convention; Now, Therefore, Be It

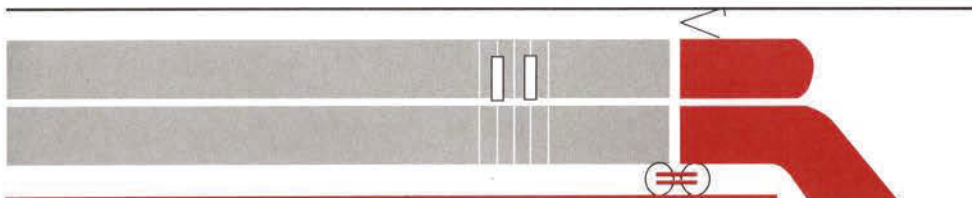
RESOLVED, That Ramsey County Regional Railroad Authority approves up to \$100,000 (funds are available in the Ramsey County Regional Railroad Authority administrative budget) for the Red Wing to Minneapolis Passenger Rail Study, including implementation of temporary rail service for the 2008 Republican National Convention, authorizes staff to negotiate funding agreements with other participating counties, and authorizes the Chair to execute a contract with LTK Engineering to complete the study for an amount not to exceed \$150,000.

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

6560 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: Kathy Fischer

DATE: March 12, 2007

SUBJECT: Red Wing to Minneapolis Passenger Rail Study

Staff is proposing a two-phase passenger rail study from Red Wing to the St. Paul Union Depot concourse, and on to downtown Minneapolis. The first phase will analyze if temporary rail service could be implemented between St. Paul and Minneapolis for the September 2008 Republican National Committee convention being held in St. Paul. Phase one would take three to four months. The second phase would evaluate passenger rail service, including analysis of upgrades to the railroad tracks that would improve the operating speeds. Both phases would evaluate the Canadian Pacific tracks between St. Paul and Minneapolis, currently used by Amtrak's Empire Builder.

Ramsey County Regional Railroad Authority (RCRRA) will lead the study, and will partner with Washington and Dakota Counties. The up to \$150,000 study budget will be funded by the three counties, and will take nine months. Cost-sharing negotiations are underway with Washington and Dakota Counties.

To complete the study in a timely manner, staff is proposing to contract with LTK Engineering since they are familiar with the railroads in the Twin Cities and with the St. Paul Union Depot multimodal terminal project.

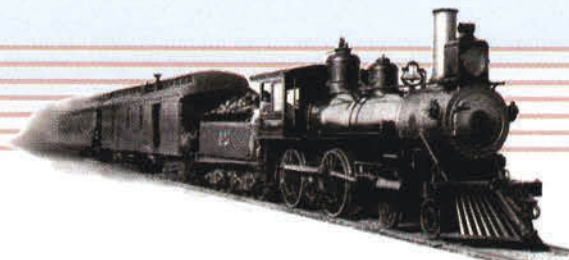
RECOMMENDATIONS:

1. Consider the attached resolution, which approves up to \$100,000 by the RCRRA to fund the up to \$150,000 Red Wing to Minneapolis Passenger Rail Study, including temporary rail service for the 2008 Republican National Convention. Funds are available for this in the RCRRA administrative budget.
2. Authorize staff to negotiate funding agreements with other participating counties.
3. Authorize the chair to execute a contract with LTK Engineering to conduct the passenger rail study for an amount not to exceed \$150,000.

Attachment

- Proposed Resolution

St. Louis & Lake Counties REGIONAL RAILROAD AUTHORITY



March 6, 2007

Kathryn Fischer
Ramsey County
Regional Railroad Authority
50 W. Kellogg Blvd., Suite 6560
St. Paul, MN 55102

Dear Ms. Fischer:

This is in response to your email inquiry of the status of our North Shore Express Comprehensive Feasibility Study. Our recent meetings with BNSF and AMTRAK, have brightened our prospects for moving much faster on this initiative than we had previously planned. In fact, we feel that with the recent synergies and efficiencies which BNSF and AMTRAK are willing to provide, we are in the enviable position of possibly being able to shave off several months from our projects overall timeline.

Approximately a month ago when we were invited to a meeting of the Ramsey County Rail Authority, we were informed that the express purpose of our appearance was to determine if Ramsey County was interested in our expanding the Study. This discussion was to have focused on Ramsey County's desire to explore a downtown Minneapolis to downtown St. Paul inter-city connection. Unfortunately, the direction of conversation by your Board that day, instead, led into a discussion of everything but what we hoped would have been decided that day.

Nevertheless, even at this late date, if you are still interested in pursuing this connection to your downtown, we would be very willing to talk to our consultant about doing an add-on independent study for you, which would explore the feasibility of that additional connection. When we conducted our initial feasibility study, because the consultant was already here working on the Midwest High Speed Rail Initiative, considerable dollar savings were afforded our study.

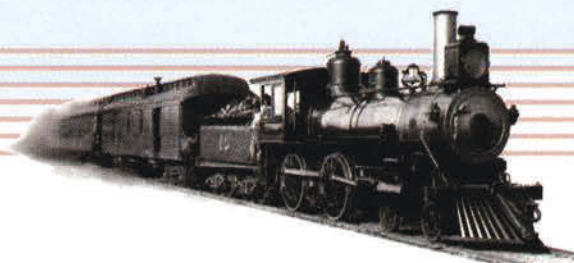
If this interests you, please let me know at your earliest convenience.

Sincerely,

Steven Raukar
Chair, Regional Rail Authority



St. Louis & Lake Counties REGIONAL RAILROAD AUTHORITY



March 7, 2007

Kathryn Fischer
Ramsey County
Regional Railroad Authority
50 W. Kellogg Blvd., Suite 6560
St. Paul, MN 55102

Re: Duluth to Twin Cities Intercity Passenger Rail Study

Dear Kathy:

In response to your email of March 6, 2007, we are proposing to conduct a Comprehensive Feasibility Study for intercity passenger rail service from Duluth to Twin Cities. Presently, the corridor is described as from Duluth to Saunders Wisconsin to Hinckley to Anoka to Minneapolis to Midway Station, St. Paul. Alternative corridors from Duluth to Saunders will be studied along with interchange with proposed Northstar Rail from Anoka to Minneapolis. Our scope of work for this study is further refined into individual tasks as seen within attached schedule. Cost for this work is estimated to be \$300,000, timeframe eight to ten months, and we are prepared to seek proposals from qualified firms. Funding commitments from the following agencies has been approved by their respective Boards:

St. Louis & Lake RRA	80,000
City of Duluth	40,000
St. Louis County EDA	50,000
Mil Lacs Band of Ojibwa	10,000
Hennepin County	100,000

Anoka County has hired the Tinklenberg Group to promote public awareness and assemble a coalition of Counties, Cities and other interested associates along the proposed corridor. We understand that Anoka County is paying Tinklenberg Group \$100,000 for these services and we are not aware of any other service Anoka is requesting of Tinklenberg.

A letter of understanding and funding request will be made to each of the agencies involved once final corridor(s) are established. Our remaining issue lies with Ramsey County Rail Authorities decision on whether or not to partake with this project. We understand your Board is considering alternatives including Rush Line and existing railways from Midway Station to Downtown St. Paul via routes generally in areas northerly and southerly of Highway 94. We continue to be open and receptive to include any or all of these potential corridors into our study process as seen in letter to you dated March 6, 2007 from Commissioner Raukar, also enclosed. We have contacted consul

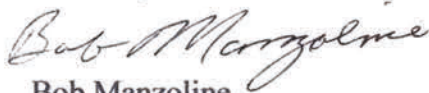


familiar with this type of work and they estimate expanding the Feasibility Study to include Rush Line will cost approximately \$100,000 and Midway to Downtown routes \$50,000. Are we correct in that Rush Line remains an alternative or has it been excluded from this process, please clarify?

I trust that the Comprehensive Feasibility Study will address the issues of governance, organization and implementation and have included as Task 11 of enclosed schedule. Following a favorable Study conclusion, we anticipate a more defined association with those involved.

Should you need additional information or would like for us to attend your meetings, please do not hesitate to contact me.

Sincerely,



Bob Manzoline
Director

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

REGIONAL RAILROAD AUTHORITY

Kathryn Paschen
Authorized Signature

3/13/07
Date

Update from Public Communications Staff.

DISCUSSION ONLY

Request Justification

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

March 20, 2007
Board Date

Angelique Taylor
Signature

03-13-07
Date

**Passenger Rail
And
Commuter Rail
Characteristics
March 16, 2007**

While there is not a universally accepted distinction between passenger rail and commuter rail, the following operational and financial characteristics are generally accepted.

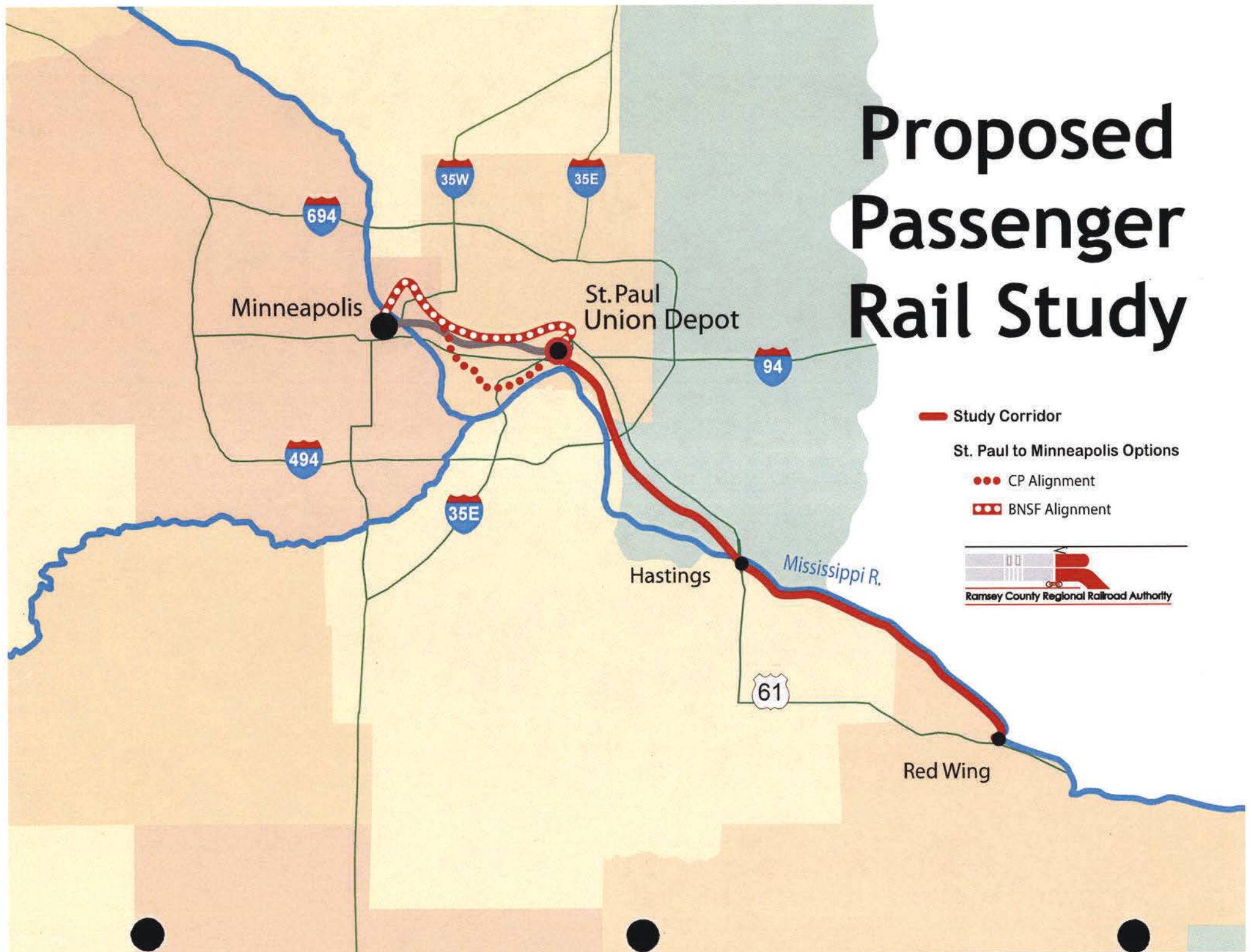
Characteristic	Passenger Rail	Commuter Rail
Policy making body	Amtrak and/or states	Local or state transit authorities
Track	Usually shared with freight traffic but can be separately owned.	Same
Equipment	Locomotives and passenger cars	Same – amenities vary
Passenger type	Various, includes business, recreational, etc.	Typically weekday commuters
Stations	Widely spaced – typically over 20 miles	5 to 10 mile spacing with park and ride lots
Top speed	Typically 79 mph	Same - lower average speed due to station spacing
Service level	2 to 10 daily trips scattered throughout the day	2 to 10 trips each rush hour in the peak direction - limited off-peak and weekend service
Operator	Typically Amtrak	Typically railroads or Amtrak under contract to a local or state authority
Federal Railroad Administration funding	Mainly Amtrak; new station funded near Milwaukee and some New York activity	None
Federal Transit Administration funding	None	Capital funding through New Starts program; limited formula funding
State funding	Major source of funding for other than long-distance Amtrak trains – California, Illinois and Wisconsin are leaders	May be funded through separate regional or state agency or be part of the regional transit system
Local funding	Unusual	Sometimes funded as part of overall transit system

**Passenger Rail
And
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March 16, 2007**

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Proposed Passenger Rail Study



COMPREHENSIVE BUSINESS PLAN AND FEASIBILITY STUDY TO EVALUATE RESTORING PASSENGER RAIL SERVICE FROM DULUTH TO TWIN CITIES

STUDY TASKS

TASK 1 - Measure the public's response to a modern passenger rail system between Duluth and Twin Cities with and without the connection to the Midwest regional rail system (MWRRS).

TASK 2 - Develop base year 2006 trip tables for the Duluth to Twin Cities corridor using an appropriate origin-destination database that can be disaggregated by trip purpose.

TASK 3 - Define a set of equipment and service scenarios to be tested for their financial and economic feasibility. The scenarios will define train speed profiles and establish appropriate timetable and service levels. The options should include 79-mph, 110-mph and 125-mph trains and estimate the potential capital and operating costs for each train service scenario.

TASK 4 - Develop a travel demand model which is capable of simulating current intercity travel in the region and forecasting such travel for alternative rail passenger scenarios. The model should use "Investment Grade" methodologies.

TASK 5 - Inventory the rail corridor between Duluth and Twin Cities and prepare computerized track chart baseline and upgrade options for each of the proposed train service scenarios. Estimate infrastructure cost estimates for upgrading the track to the proposed passenger rail service scenarios, and ensure that freight railroad are held harmless by conducting a freight capacity needs assessment similar to that conducted for MWRRI.

TASK 6 - Forecast rail ridership for each service scenario on a five year basis between 2006 and 2036. This should include an extensive sensitivity test of economic growth rates and rail service options as well as a revenue yield analysis.

TASK 7 - Estimate the financial and economic feasibility of passenger rail service using the USDOT FRA public/private partnership approach. The economic analysis should include both demand and supplyside analysis. The supplyside analysis should identify local economic impacts such as jobs, income and tax enhancement.

TASK 8 - Test additional scenarios that arise from the analysis of traffic revenues, operating options, infrastructure costs, financial and economic analysis.

TASK 9 - Determine the institutional framework and the role of partners required to implement the corridor passenger rail service. This will include cost allocations and specific partner roles in developing the service.

TASK 10 - Develop an Implementation Plan to assess the timing, financing, and funding of the introduction and development of the system.

TASK 11 - Develop a Business Plan that can be used as a guidebook to the setting up, organization, and implementation of the rail passenger corridor development program. This will include a start-up analysis, funding plan, partnership agreements and Proforma Balance Sheets.