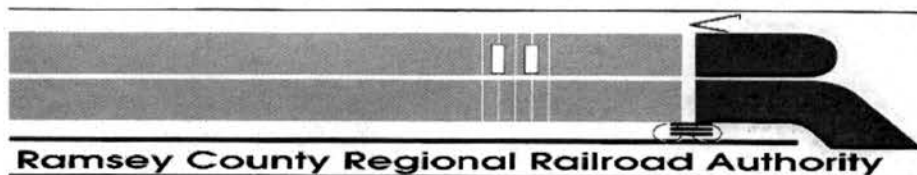




Ramsey County Regional Railroad Authority.
Records.

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

REGIONAL RAILROAD AUTHORITY MEETING

AGENDA

February 12, 2008

Immediately following the

County Facilities Committee Meeting

Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the February 12, 2008 Board Meeting is presented for approval.

MINUTES of the January 22, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

1) **Ratification of Partial Payments Nos. 2 and 3 to URS Corporation**

Action Requested:

- 1) Accept partial payments No. 2 in the amount of \$91,955.70 and No. 3, in the amount of \$37,708.12 to URS Corporation for services and costs accrued from May 5, 2007 through August 31, 2007.

2) **Ratification of Partial Payment No. 8 to St. Paul Port Authority**

Action Requested:

- 1) Accept partial payment No. 8 in the amount of \$21,108.11 to St. Paul Port Authority for services and costs accrued from August 11, 2007 through October 31, 2007.

3) **Ratification of Braun Intertec Corporation Invoice No. 286552**

Action Requested:

- 1) Accept payment in the amount of \$42,763.48 to Braun Intertec Corporation for services and costs accrued from September 13, 2007 through November 9, 2007.

4) **Active Living Ramsey County Coordinator**

5) **Resolution regarding Central Corridor Light Rail Transit (LRT) Line**

ADJOURNMENT

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on January 22, 2008, in Council Chambers, Third Floor Courthouse.

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

ABSENT: Commissioner Tony Bennett

OTHERS PRESENT: David Twa, Steve Morris, Angie Taylor, Kathy Kapoun, David MacMillan, Susan Kuss, Julie Kleinschmidt, Tim Mayasich, Ken Haider, and Jane McClure.

Chair McDonough called the meeting to order at 10:00 A.M.

AGENDA

Chair McDonough advised that the discussion for item 6 would occur as part of the presentation for item 3. Commissioner Carter moved approval, with the change, of the Agenda of the January 22, 2008 Board Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Nays – 0. Commissioner Bennett was absent. Motion accepted.

MINUTES

Commissioner Parker moved approval of the Minutes from the December 18, 2007 and January 8, 2008 Board Meetings, seconded by Commissioner Carter. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Nays – 0. Commissioner Bennett was absent. Motion accepted.

1. **Approve Federal Fiscal Year 2009 Funding Requests (R08-02)**

Commissioner Parker moved approval of the federal fiscal year 2009 funding requests as follows: 1) a \$5 million request in federal 2009 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; and 2) a \$15 million request in federal 2009 appropriations for the Union Depot multimodal transit hub for engineering, property acquisition, and construction, seconded by Commissioner Ortega. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Nays – 0. Commissioner Bennett was absent. Motion accepted.

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

WHEREAS, The Rush Line Corridor Task Force, at its meeting on January 10, 2008, took action on a federal appropriations request; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority requests federal 2009 appropriations for:

(1) Union Depot: Engineering, property acquisition, and construction to facilitate implementation of the multimodal transit hub

Amount of Request: \$15 million

(2) Rush Line Corridor: Design and construction of stations and park-and-ride facilities

Amount of Request: \$5 million

2. Approve Purchase of the Housing and Redevelopment Authority (HRA) parking lot located near the intersection of Kellogg Blvd. And Broadway St. (R08-03)

Commissioner Ortega moved approval of the purchase of HRA parking lot located ear intersection of Kellogg Blvd. and Broadway St., seconded by Commissioner Carter. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Nays – 0. Commissioner Bennett was absent. Motion accepted.

WHEREAS, The LOCATE Task Force committee has identified the St. Paul HRA parking lot, near the intersection of Kellogg Blvd. and Broadway St., as one of several properties required for the successful development of the Union Depot Concourse as a multimodal transpiration hub; and

WHEREAS, Negotiations between the RCRRA and the HRA have resulted in a Purchase and Sale Agreement for the purchase of the HRA parking lot with the following terms:

- Purchase price of \$3.62 million.
- Down payment of \$250,000 due at the time of execution of the Purchase Agreement.

WHEREAS, The County Manager recommends approval of the requested action items; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority Board of Commissioners hereby authorizes the Chair to execute the Purchase and Sale Agreement to acquire the HRA parking lot.

3. Approve Amendment to Cooperative Funding Agreement for Preliminary Engineering (R08-04)

Commissioner Carter moved approval of the First Amendment to Cooperative Funding Agreement for Preliminary Engineering, seconded by Commissioner Ortega. Acting Director for the Regional Railroad Authority, David Twa advised Commissioners that this item was

discussed at last week's workshop. He went on to advise that the resolution reflects that discussion and removes one option from consideration, and replaces it with a second one, the Broadway Street alternative. Commissioner Rettman reminded members that she supports the amendment to the Cooperative Funding Agreement, however, advising that she still has some concerns regarding the original Cooperative Funding Agreement that proposes this project be paid for through property taxes. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Nays – 0. Commissioner Bennett was absent. Motion accepted.

WHEREAS, preliminary engineering is underway for the Central Corridor light rail project; and

WHEREAS, the Ramsey County Regional Railroad Authority has entered into a Cooperative Funding Agreement For Preliminary Engineering with the Metropolitan Council and the Hennepin County Regional Railroad Authority on downtown alignments to be evaluated; and

WHEREAS, the Metropolitan Council has requested that the 2nd Street viaduct option to the concourse level of Union Depot be replaced with an option using Broadway; now therefore be it

RESOLVED, that the Ramsey County Regional Railroad Authority approve the change to Article I (D), option 3, to read: an alignment following 4th Street east to Broadway with a station in front of the Union Depot Head House, thence heading south on Broadway, across Kellogg Boulevard, and entering the east side of the Union Depot concourse; and

BE IT FURTHER RESOLVED, that the Chair of the Ramsey County Regional Railroad Authority be authorized to sign the attached First Amendment to Cooperative Funding Agreement For Preliminary Engineering

4. Approve Second Amendment to the Professional Services Agreement with SRF for Rush Line Commuter Bus Study and authorize the Chair to execute the contract amendment (R08-05)

Commissioner Reinhardt moved approval of the F Second Amendment to the Professional Services Agreement with SRF to extend the time period to June 30, 2008, at no additional cost to the County, seconded by Commissioner Ortega. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Nays – 0. Commissioner Bennett was absent. Motion accepted.

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

WHEREAS, Ramsey County Regional Railroad Authority entered into a contract with SRF Consulting Group, Inc., to conduct a commuter bus study for the Rush Line Corridor; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby approves the contact amendment with SRF Consulting Inc., for a period from February 29, 2008, to June 30, 2008; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes its Director to execute the attached contract amendment.

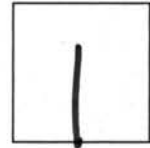
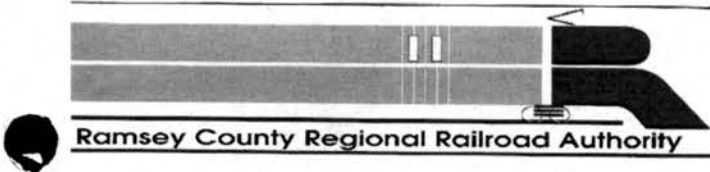
5. **Project Updates**

There were no project updates.

6. **Discussion on the Met Council White paper for the downtown alignment**

This item was consolidated and discussed with Agenda Item 3, referenced above.

The meeting adjourned at 10:05 A.M.



REQUEST FOR ACTION

Type of Agenda: ☐ Policy
☒ Administrative

☐ Discussion
☐ Information

Regional Railroad Authority Meeting Date: 2/12/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Ratification of Partial Payments Nos. 2 and 3 to URS Corporation

EXECUTIVE SUMMARY

RCRRA has contracted with URS Corporation for consulting services on the Union Depot Environmental Assessment and Conceptual Engineering.

URS Corporation has satisfactorily completed portions of their work identified in referenced agreements and has provided detailed invoice documentation for services and costs accrued from May 5, 2007 through August 31, 2007.

Invoice No. 3046030, Partial Payment No. 2, in the amount of \$91,955.70, and Invoice No. 2960830, Partial Payment No. 3, in the amount of \$37,708.12 provide correct documentation of payments due to URS Corporation from May 5, 2007 through August 31, 2007.

ACTION REQUESTED

Accept Partial Payments No. 2, in the amount of \$91,955.70 and No. 3, in the amount of \$37,708.12 to URS Corporation for services and costs accrued from May 5, 2007 through August 31, 2007.

SUBJECT: Ratification of Partial Payments Nos. 2 and 3 to URS Corporation

ATTACHMENTS:

1. Proposed resolution
2. Accounts Payable forms and Partial Payments Nos. 2 and 3
3. URS Corporation Invoice Nos. 3046030(2) and 2960830(3), and attachments

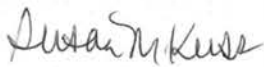
PREVIOUS ACTION:

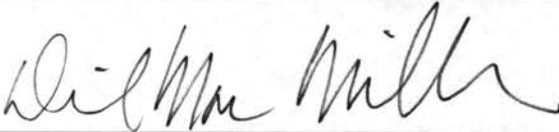
COUNTY MANAGER'S COMMENTS:

The RCRRA requires submittal of invoices and payment documentation to the Rail Authority for ratification following staff approval of invoice documentation.

SUBJECT: Ratification of Partial Payments Nos. 2 and 3 to URS Corporation

Regional Railroad Authority – Authorized Signature	Date
	2/5/08

Budgeting & Accounting – Authorized Signature	Date
	2/7/08

County Attorney – Authorized Signature	Date
	2/7/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The Ramsey County Regional Railroad Authority has
2 contracted for the professional consulting services of URS Corporation on the
3 Union Depot Environmental Assessment and Conceptual Engineering; and
4

5 WHEREAS, URS Corporation has satisfactorily completed portions of the
6 work identified in the referenced agreements, and provided detailed invoice
7 documentation for services and costs accrued through August 31, 2007; and
8

9 WHEREAS, submittal of invoices and payment documentation to the Rail
10 Authority for ratification following staff approval of invoice documentation is
11 required; and
12

13 WHEREAS, URS Corporation Invoice No. 3046030, Partial Payment No.
14 2, in the amount of \$91,955.70 and Invoice No. 2960830, Partial Payment No. 3,
15 in the amount of \$37,708.12 attachments thereto, provide the correct
16 documentation of payments due URS Corporation through August 31, 2007;
17 Now, Therefore Be It
18

19 RESOLVED, Payment to URS Corporation in the amount of \$129,663.82
20 for services rendered through August 31, 2007, is hereby ratified.

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000135874
URS CORPORATION
FILE 54967
LOS ANGELES CA 90074-4967
United States

Purchase Order	Date	Revision	Page
RRA - 0000000707	07/02/2007		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRA	Currency Code: USD		

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

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

Tax Exempt? N Tax Exempt ID:

Line-Schd Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1	Professional Service	1.00	EA	1,272,210.00	1,272,210.00	07/02/2007
Schedule Total					1,272,210.00	
Item Total 918070001					1,272,210.00	

Mfg ID

Contract for EA and Conceptional Engineering on the Union Depot study for 5/1/07 - 5/31/08.

Total PO Amount 1,272,210.00

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

Unauthorized

5



Business Unit: RRA
Voucher ID: 00004628

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 15.Nov.2007
Run Time 2:42:02 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
15.Nov.2007	3046030	18.Sep.2007	0000135874	URS CORPORATION	ONL	LONGHEKR P		15.Nov.2007	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$91,955.70	\$0.00	DEPARTMENT 1028	PO BOX 121028		DALLAS	TX	75312-1028		
Handling	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	001202	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
1	Professional Service	\$91,955.70	918070001	\$91,955.70		Y	Y	Y	N	RRA	0000000707	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	17801	150180	00000			2006	P121008			\$91,955.70			N

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

Payment Comments-Check Stub

Invoice No. 3046030, dated 9/18/07
Services on the Union Depot EA and Conceptional Engineering contract for period ending 8/31/07

Voucher Comments

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

Authorization

Date

11/16/07

DBE, MBE, WBE, SBRA Progress/Project Report

Project #:	31810292	Progress Report #:	3
Project Title:	Union Depot Environmental Assessment	Type of Services:	A/E
Prime Contractor:	URS Corp		
Contract #:		Contract Award Date:	5/1/2007
Original Contract Amount:	\$1,272,210.00		
Contract Change Orders:	\$0.00	Amount Billed to Date:	\$131,199.42
Total Contract Amount:	\$1,272,210.00	Percent Billed to Date:	0.1031272
Contract Dollars Expended:	\$131,199.42	Payment Claim #:	3
Contract Dollars Remaining:	\$1,141,010.58		

DBE, MBE, WBE, SBRA Utilization Goals: 17% _____ %
Reporting Period: From 5-5-07 to 7-3-07

Subcontractor/Type (WBE, MBE, DBE, SBRA)	Original Contract Amount	Current Contract Amount	Amount Billed This Claim	Amount Billed To Date
Gardant Technologies	\$31,440.00	\$31,440.00	\$552.48	\$552.48
HZ Untied	\$39,920.00	\$39,920.00	\$19,930.40	\$19,930.40
KM Chng Enviromental	\$61,596.00	\$61,596.00	\$0.00	\$0.00
Bloom	\$136,616.00	\$136,616.00	\$0.00	\$0.00
DBE, WBE, MBE, SBRA Totals:	\$269,572.00	\$269,572.00	\$20,482.88	\$20,482.88
Billed DBE, MBE, WBE, SBRA % of Total Contract Amount Billed:				15.61%

Explanation if Goal Not Being Met or Other Comments:

DBE subs are engaged and working.

Affirmative Action Status/Labor Force Breakdown by Hours

SKILLED:

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

UNSKILLED:

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

Signature: *Richard J. Har*
 Title: *VP*

Date: *11-14-07*

INSTRUCTIONS:

1. Insert information in all blank spaces. A/E Services contracts **DO NOT** complete Affirmative Action Status/Labor Force Breakdown by Hours.
2. Billed DBE, MBE, WBE, SBRA % = Amount Billed To Date DBE, MBE, WBE, SBRA Totals / Amount Billed To Date.

URS - Union Depot EA/Conceptual Engineering		
	Invoice #1	Invoice #2
Period of service	4/30/07-5/4/07	5/5/07-8/31/07
LABOR	\$1,535.60	\$70,843.06
OVERHEAD		
TOTAL OVERHEAD	\$1,535.60	\$70,843.06
FEE		
SUB TOTAL LABOR	\$1,535.60	\$70,843.06
DIRECT COSTS	\$0.00	\$21,112.64
ADJUSTMENTS	\$0.00	\$0.00
TOTAL INVOICE	\$1,535.60	\$91,955.70
RETAINAGE (5%)	\$0.00	\$0.00
NET PAY INVOICE	\$1,535.60	\$91,955.70
Subcontractors:		
Gardant Technologies	\$0.00	\$552.48
HZ United	\$0.00	\$19,930.40
ENSR, Inc.	\$0.00	\$0.00
Direct Costs:		
Reproduction	\$0.00	\$304.80
Mileage		11.64
Materials		313.32
Amount spent on contract	\$1,535.60	\$93,491.30
Balance of contract	\$1,270,674.40	\$1,178,718.70



Remittance Page

Invoice Date	09/18/07
Invoice	3046030
Project	31810292
Page	1

For: Union Depot
EA and Conceptual Engr

Professional Services for Period Ending 08/31/07

Ramsey County Regional
Attn: Steve Morris
Railroad Authority
Ramsey County Gov Center
50 Kellogg Blvd W
Saint Paul MN 55102-1664

Total Due:
Terms:

\$91,955.70 USD
Due upon Receipt

- * Make checks payable to: URS Corporation
- * Please indicate invoice number and/or project number on check
- * Please include this stub with payment

Regular Mail (USPS): URS Corporation
Dept. 1028
P.O. Box 121028
Dallas TX 75312-1028
US

Overnight Courier: URS Corporation
Lock Box No. 891028
888 South Greenville Ave., Suite 200
Richardson, TX 75081
Attn: Wholesale Lock Box Processing
(972) 680-1900

Electronic Funds Transfer:

Account: URS Corporation
Bank: Wells Fargo Bank
Account No.: 4520-086471
ABA Routing No.: 121-000-248
Swift Code: WFBIUS6S

Remittance Information can be sent to:

Email: RemitTo@URSCorp.com
Fax: (512) 419-6937 Attn: Cash Applications

Issues:
DBE forms
subcontracts
Billing rates

Please contact Terese Daniels at 312 596-6764 or via email at Terese_Daniels@urscorp.com
if you have any questions regarding this invoice.

9



Ramsey County Regional
Attn: Steve Morris
Railroad Authority
Ramsey County Gov Center
50 Kellogg Blvd W
Saint Paul MN 55102-1664

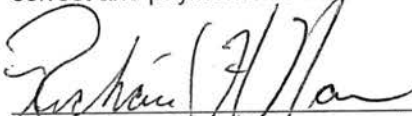
Invoice Date 09/18/07
Invoice 3046030
Project 31810292
Page 2

For: Union Depot
EA and Conceptual Engr

Professional Services for Period Ending 08/31/07

	<u>SERVICES</u>	<u>EXPENSES</u>	<u>TOTAL</u>
Task Rollup: 001 EA/CE Proj Mgmt & Coord	18,018.39	304.80	18,323.19
Task Rollup: 002 Environmental Assessment	25,486.93	0.00	25,486.93
Task Rollup: 003 Conceptual Engineering	27,337.74	11.64	27,349.38
Task Rollup: 005 Expenses	0.00	313.32	313.32
Other Billings	20,482.88	0.00	20,482.88
TOTAL THIS INVOICE	91,325.94	629.76	\$91,955.70 USD

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


Richard Nau, Project Management

OK


Please contact Terese Daniels at 312 596-6764 or via email at Terese_Daniels@urscorp.com
if you have any questions regarding this invoice.

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Invoice Date 09/18/07
Invoice 3046030
Project 31810292
Page 4

For: Union Depot
EA and Conceptual Engr

Task Rollup: 002 Environmental Assessment

LABOR	HOURS	RATE	AMOUNT
Nau, Richard H	18.00	173.72	3,126.96 ✓
Troe, William L	1.00	151.50	151.50 ✓
Showalter, David	1.00	151.25	151.25 ✓
Crawford, John F	12.00	106.68	1,280.16 ✓
Jones, Andrew W	99.00	90.30	8,939.70 ✓
Whiteman, David L	104.00	86.00	8,944.00 ✓
Strachota, Etoile W	7.00	75.20	526.40 ✓
Stavish, Nancy J.	6.00	61.16	366.96
Beck, Iver L	40.00	50.00	2,000.00 ✓
Subtotal	288.00		25,486.93
Total Labor			25,486.93

Total due this task 25,486.93

Please contact Terese Daniels at 312 596-6764 or via email at Terese_Daniels@urscorp.com
if you have any questions regarding this invoice.

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Invoice Date 09/18/07
Invoice 3046030
Project 31810292
Page 3

Ramsey County Regional
Attn: Steve Morris
Railroad Authority
Ramsey County Gov Center
50 Kellogg Blvd W
Saint Paul MN 55102-1664

For: Union Depot
EA and Conceptual Engr

Professional Services for Period Ending 08/31/07

Task Rollup: 001 EA/CE Proj Mgmt & Coord

LABOR	HOURS	RATE	AMOUNT
Nau, Richard H	39.00	173.72	6,775.08 ✓
Styx, Peter M.	2.00	147.66	295.32 ✓
Keister, Beth A.	76.00	109.45	8,318.21
Crone, Jennifer A	4.00	90.20	360.80 ✓
Kragenbring, April M	4.00	89.92	359.68 ✓
Patrick, Christopher	19.00	66.00	1,254.00 ✓
Greene, Shawna S	3.50	50.70	177.45 ✓
Lohse, Penny D	2.50	50.30	125.75 ✓
Lindquist, Marsha L	7.00	50.30	352.10 ✓
Subtotal	157.00		18,018.39
Total Labor			18,018.39

EXPENSES	AMOUNT
Reproduction	304.80 ✓
Total Expenses	304.80

Total due this task 18,323.19

Please contact Terese Daniels at 312 596-6764 or via email at Terese_Daniels@urscorp.com
if you have any questions regarding this invoice.

F9300775

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Invoice Date 09/18/07
Invoice 3046030
Project 31810292
Page 5

For: Union Depot
EA and Conceptual Engr

Task Rollup: 003 Conceptual Engineering

LABOR	HOURS	RATE	AMOUNT
Nau, Richard H	12.00	173.72	2,084.64 ✓
Showalter, David	15.50	151.25	2,344.39 ✓
Lincoln, Thomas J	3.00	150.65	451.96 ✓
Malloy, Stephen P	141.50	108.00	15,282.00 ✓
Sanders, Thomas J	15.00	98.30	1,474.50 ✓
Burrell, Ian M	14.50	97.10	1,407.95 ✓
Kragenbring, April M	22.50	89.92	2,023.20 ✓
Freerks, James L	2.50	78.10	195.25 ✓
Koechlein, Richard W	6.50	71.30	463.45 ✓
Lukachek, Wayne A	8.00	69.30	554.40 ✓
Patrick, Christopher	16.00	66.00	1,056.00 ✓
Subtotal	257.00		27,337.74

Total Labor 27,337.74

EXPENSES	AMOUNT
Lincoln, Thomas J	11.64
Total Expenses	11.64 ✓

Total due this task 27,349.38

Please contact Terese Daniels at 312 596-6764 or via email at Terese_Daniels@urscorp.com if you have any questions regarding this invoice.

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Invoice Date 09/18/07
Invoice 3046030
Project 31810292
Page 6

For: Union Depot
EA and Conceptual Engr

Task Rollup: 005 Expenses

EXPENSES	AMOUNT
Jones, Andrew W	313.32
Total Expenses	313.32 ✓

Total due this task 313.32

Please contact Terese Daniels at 312 596-6764 or via email at Terese_Daniels@urscorp.com if you have any questions regarding this invoice.

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Invoice Date	09/18/07
Invoice	3046030
Project	31810292
Page	7

For: Union Depot
EA and Conceptual Engr

Please contact Terese Daniels at 312 596-6764 or via email at Terese_Daniels@urscorp.com
if you have any questions regarding this invoice.

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Invoice Date 09/18/07
Invoice 3046030
Project 31810292
Page 8

For: Union Depot
EA and Conceptual Engr

Other Billings

LUMP SUM

Gardant Technologies Invoice 1	552.48
HZ United Invoice 1	19,930.40
Total Lump Sum	20,482.88

Total due this task 20,482.88

TOTAL THIS INVOICE \$91,955.70 USD

Please contact Terese Daniels at 312 596-6764 or via email at Terese_Daniels@urscorp.com
if you have any questions regarding this invoice.

16



Business Unit: RRA
Voucher ID: 00004631

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date 29.Nov.2007
Run Time 3:53:41 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
21.Nov.2007	2	21.Nov.2007	0000135874	URS CORPORATION	ONL	TROSTBE	P	21.Nov.2007	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$37,708.12	\$0.00	DEPARTMENT 1028	PO BOX 121028		DALLAS	TX	75312-1028		
Handling	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	001207	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
1	Professional Service	\$37,708.12	918070001	\$37,708.12		Y	Y	Y	N	RRA	0000000707	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421501	17801	150180	00000			2006	P121008			\$37,708.12			N

Account Name: Consulting Services

Department Name: RCRRA-Proj/Grant

Payment Comments-Check Stub

11/21/2007, INV #2 FOR SERVICES ON THE UNION DEPOT EA AND CONCEPTUAL ENGINEERING STUDY FOR 5/5/07 - 7/3/07.

Voucher Comments

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

Authorization

Kristine A. Longberry

Date

11/29/07

11

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000135874
URS CORPORATION
FILE 54967
LOS ANGELES CA 90074-4967
United States

Purchase Order	Date	Revision	Page
RRR - 0000000707	07/02/2007		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRR	Currency Code: USD		

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

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

Tax Exempt? N Tax Exempt ID:

Line-Schd Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1	Professional Service	1.00	EA	1,272,210.00	1,272,210.00	07/02/2007
Mfg ID					Schedule Total	1,272,210.00
Item Total 918070001						1,272,210.00

Contract for EA and Conceptional Engineering on the Union Depot study, for 5/1/07 - 5/31/08.

Total PO Amount 1,272,210.00

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

Unauthorized

18

URS - Union Depot EA/Conceptual Engineering			
	Invoice #1	Invoice #2	Invoice #3
Period of service	4/30/07-5/4/07	5/5/07-7/3/07	7/4/07-8/31/07
LABOR	\$1,535.60	\$37,652.45	\$70,843.06
OVERHEAD			
TOTAL OVERHEAD	\$1,535.60	\$37,652.45	\$70,843.06
FEE			
SUB TOTAL LABOR	\$1,535.60	\$37,652.45	\$70,843.06
DIRECT COSTS	\$0.00	\$55.67	\$21,112.64
ADJUSTMENTS	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$1,535.60	\$37,708.12	\$91,955.70
RETAINAGE (5%)	\$0.00	\$0.00	\$0.00
NET PAY INVOICE	\$1,535.60	\$37,708.12	\$91,955.70
Subcontractors:			
Gardant Technologies	\$0.00	\$0.00	\$552.48
HZ United	\$0.00	\$0.00	\$19,930.40
ENSR, Inc.	\$0.00	\$0.00	\$0.00
Direct Costs:			
Reproduction	\$0.00	\$0.00	\$304.80
Mileage/Parking		\$55.67	11.64
Materials			313.32
Amount spent on contract	\$1,535.60	\$39,243.72	\$131,199.42
Balance of contract	\$1,270,674.40	\$1,232,966.28	\$1,141,010.58

DBE, MBE, WBE, SBRA Progress/Project Report

Project #:	31810292	Progress Report #:	2
Project Title:	Union Depot Environmental Assessment	Type of Services:	A/E
Prime Contractor:	URS Corp		
Contract #:		Contract Award Date:	5/1/2007
Original Contract Amount:	\$1,272,210.00		
Contract Change Orders:	\$0.00	Amount Billed to Date:	\$39,243.72
Total Contract Amount:	\$1,272,210.00	Percent Billed to Date:	0.0308469
Contract Dollars Expended:	\$39,243.72	Payment Claim #:	2
Contract Dollars Remaining:	\$1,232,966.28		

DBE, MBE, WBE, SBRA Utilization Goals: 17% _____ %

Reporting Period: From 5-5-07 to 7-3-07

Subcontractor/Type (WBE, MBE, DBE, SBRA)	Original Contract Amount	Current Contract Amount	Amount Billed This Claim	Amount Billed To Date
Gardant Technologies	\$31,440.00	\$31,440.00	\$0.00	\$0.00
HZ Untied	\$39,920.00	\$39,920.00	\$0.00	\$0.00
KM Chng Enviromental	\$61,596.00	\$61,596.00	\$0.00	\$0.00
Bloom	\$136,616.00	\$136,616.00	\$0.00	\$0.00
DBE, WBE, MBE, SBRA Totals:	\$269,572.00		\$0.00	\$0.00
Billed DBE, MBE, WBE, SBRA % of Total Contract Amount Billed:			0	
Explanation if Goal Not Being Met or Other Comments:				
DBE subs starting work				

Affirmative Action Status/Labor Force Breakdown by Hours

SKILLED:

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

UNSKILLED:

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

Signature: <i>Richard A. Han</i>	Date: 11-14-07
Title: <i>V.P.</i>	

INSTRUCTIONS:

1. Insert information in all blank spaces. A/E Services contracts **DO NOT** complete Affirmative Action Status/Labor Force Breakdown by Hours.

2. Billed DBE, MBE, WBE, SBRA % = Amount Billed To Date DBE, MBE, WBE, SBRA Totals / Amount Billed To Date.

*Copy to Janera check
11/20/07
KAL 20*



Remittance Page

Invoice Date 07/25/07
Invoice 2960830
Project 31810292
Page 1

For: Union Depot
EA and Conceptual Engr

Professional Services for Period Ending 07/03/07

Ramsey County Regional
Attn: Steve Morris
Railroad Authority
Ramsey County Gov Center
50 Kellogg Blvd W
Saint Paul MN 55102-1664

Total Due:

\$37,708.12 USD

Terms:

Due upon Receipt

- * Make checks payable to: URS Corporation
- * Please indicate invoice number and/or project number on check
- * Please include this stub with payment

Regular Mail (USPS): URS Corporation
Dept. 1028
P.O. Box 121028
Dallas TX 75312-1028
US

Overnight Courier: URS Corporation
Lock Box No. 891028
888 South Greenville Ave., Suite 200
Richardson, TX 75081
Attn: Wholesale Lock Box Processing
(972) 680-1900

Electronic Funds Transfer:

Account: URS Corporation
Bank: Wells Fargo Bank
Account No.: 4520-086471
ABA Routing No.: 121-000-248
Swift Code: WFBIUS6S

Remittance Information can be sent to:

Email: RemitTo@URSCorp.com
Fax: (512) 419-6937 Attn: Cash Applications

received 11/19/07 JPK

*No DBE for 1997
should go to 1st contract
It's not consistent with
this invoice. This only
has timesheet & expenses;
not subcontractor billing.*



Invoice Date 07/25/07
Invoice 2960830
Project 31810292
Page 2

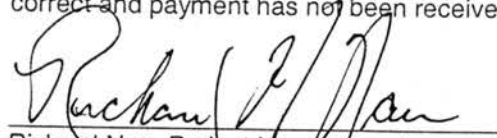
Ramsey County Regional
Attn: Steve Morris
Railroad Authority
Ramsey County Gov Center
50 Kellogg Blvd W
Saint Paul MN 55102-1664

For: Union Depot
EA and Conceptual Engr

Professional Services for Period Ending 07/03/07

	<u>SERVICES</u>	<u>EXPENSES</u>	<u>TOTAL</u>
Task Rollup: 001 EA/CE Proj Mgmt & Coord	18,150.69	0.00	18,150.69
Task Rollup: 002 Environmental Assessment	4,737.92	0.00	4,737.92
Task Rollup: 003 Conceptual Engineering	14,763.84	0.00	14,763.84
Task Rollup: 005 Expenses	0.00	55.67	55.67
TOTAL THIS INVOICE	37,652.45	55.67	\$37,708.12 USD

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


Richard Nau, Project Management

OK
JB

Please contact Richard H Nau at 612 370-0700 or via email at Rick_Nau@urscorp.com
if you have any questions regarding this invoice.

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Invoice Date 07/25/07
Invoice 2960830
Project 31810292
Page 3

Ramsey County Regional
Attn: Steve Morris
Railroad Authority
Ramsey County Gov Center
50 Kellogg Blvd W
Saint Paul MN 55102-1664

For: Union Depot
EA and Conceptual Engr

Professional Services for Period Ending 07/03/07

Task Rollup: 001 EA/CE Proj Mgmt & Coord

LABOR	HOURS	RATE	AMOUNT
Nau, Richard H	64.00	173.72	11,118.08
Styx, Peter M.	27.50	147.66	4,060.65
Crone, Jennifer A	7.50	90.20	676.50
Kragenbring, April M	12.50	89.92	1,124.00
Patrick, Christopher	11.00	60.00	660.00
Greene, Shawna S	5.50	50.70	278.85
Lohse, Penny D	2.00	50.30	100.60
Lindquist, Marsha L	2.50	50.30	125.76
Sullivan, Kathleen C	0.25	25.00	6.25
Subtotal	132.75		18,150.69
Total Labor			18,150.69

Total due this task 18,150.69

Please contact Richard H Nau at 612 370-0700 or via email at Rick_Nau@urscorp.com
if you have any questions regarding this invoice.

F10392556

23



Invoice Date 07/25/07
Invoice 2960830
Project 31810292
Page 4

For: Union Depot
EA and Conceptual Engr

Task Rollup: 002 Enviornmental Assessment

LABOR	HOURS	RATE	AMOUNT
Nau, Richard H	2.00	173.72	347.44
Troe, William L	5.00	151.50	757.50
Bliss, Quentin P	1.00	131.10	131.10
Crawford, John F	6.00	106.68	640.08
Volkmer, Susan M	32.50	78.80	2,561.00
Strachota, Etoile W	4.00	75.20	300.80
Subtotal	50.50		4,737.92
Total Labor			4,737.92

Total due this task 4,737.92

Please contact Richard H Nau at 612 370-0700 or via email at Rick_Nau@urscorp.com
if you have any questions regarding this invoice.

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Invoice Date 07/25/07
Invoice 2960830
Project 31810292
Page 5

For: Union Depot
EA and Conceptual Engr

Task Rollup: 003 Conceptual Engineering

LABOR	HOURS	RATE	AMOUNT
Nau, Richard H	25.00	173.72	4,343.00
Lincoln, Thomas J	14.50	150.65	2,184.44
Maves, Mark K	1.00	135.40	135.40
Malloy, Stephen P	50.50	108.00	5,454.00
Burrell, Ian M	18.00	97.10	1,747.80
Kragenbring, April M	10.00	89.92	899.20
Subtotal	119.00		14,763.84
Total Labor			14,763.84
		Total due this task	14,763.84

Please contact Richard H Nau at 612 370-0700 or via email at Rick_Nau@urscorp.com
if you have any questions regarding this invoice.

25



Invoice Date 07/25/07
Invoice 2960830
Project 31810292
Page 6

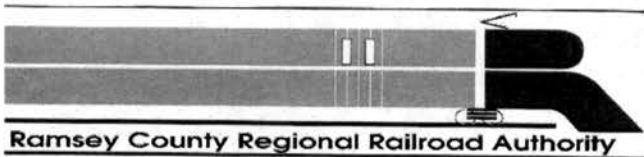
For: Union Depot
EA and Conceptual Engr

Task Rollup: 005 Expenses

EXPENSES	AMOUNT
Nau, Richard H	55.67
Total Expenses	55.67
Total due this task	55.67
TOTAL THIS INVOICE	\$37,708.12 USD

Please contact Richard H Nau at 612 370-0700 or via email at Rick_Nau@urscorp.com
if you have any questions regarding this invoice.

26



2

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 2/12/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Ratification of Partial Payment No. 8 to St. Paul Port Authority

EXECUTIVE SUMMARY

RCRRA has contracted with the St. Paul Port Authority for professional services on the negotiation of acquisition of Post Office buildings in St. Paul

St. Paul Port Authority has satisfactorily completed portions of their work identified in referenced agreements and has provided detailed invoice documentation for services and costs accrued from August 11, 2007 through October 31, 2007.

Invoice No. 8, Partial Payment No. 8, in the amount of \$21,108.11 provides correct documentation of payment due to St. Paul Port Authority from August 11, 2007 through October 31, 2007.

ACTION REQUESTED

Accept Partial Payment No. 8, in the amount of \$21,108.11 to St. Paul Port Authority for services and costs accrued from August 11, 2007 through October 31, 2007.

1

SUBJECT: Ratification of Partial Payment No. 8 to St. Paul Port Authority

ATTACHMENTS:

1. Proposed resolution
2. Accounts Payable forms and Partial Payment No. 8
3. St. Paul Port Authority Invoice No. 8, and attachments.

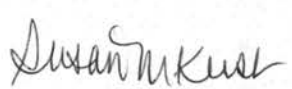
PREVIOUS ACTION:

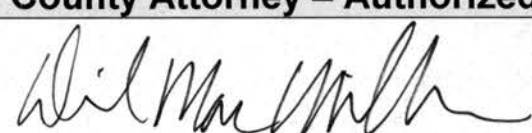
COUNTY MANAGER'S COMMENTS:

The RCRRA requires submittal of invoices and payment documentation to the Rail Authority for ratification following staff approval of invoice documentation.

SUBJECT: Ratification of Partial Payment No. 8 to St. Paul Port Authority

Regional Railroad Authority – Authorized Signature	Date
	2/5/08

Budgeting & Accounting – Authorized Signature	Date
	2/7/08

County Attorney – Authorized Signature	Date
	2/7/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The Ramsey County Regional Railroad Authority has
2 contracted for the professional services of St. Paul Port Authority for the
3 negotiation of acquisition of Post Office buildings in St. Paul; and
4

5 WHEREAS, St. Paul Port Authority has satisfactorily completed the work
6 identified in the referenced agreements, and provided detailed invoice
7 documentation for services and costs accrued for August 11, 2007 through
8 October 31, 2007; and
9

10 WHEREAS, submittal of invoices and payment documentation to the Rail
11 Authority for ratification at the next scheduled meeting following staff approval of
12 invoice documentation is required; and
13

14 WHEREAS, St. Paul Port Authority Invoice No. 8, Partial Payment No. 8 in
15 the amount of \$21,108.11 attachments thereto, provide the correct
16 documentation of payments due St. Paul Port Authority for August 11, 2007
17 through October 31, 2007; Now, Therefore Be It
18

19 RESOLVED, Payment to St. Paul Port Authority in the amount of
20 \$21,108.11 for services rendered August 11, 2007 through October 31, 2007 is
21 hereby ratified.



Business Unit: RRA
Voucher ID: 00004639

VOUCHER
Purchase Order Voucher

Page No. 1
Run Date: 26.Nov.2007
Run Time 12:46:44 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
26.Nov.2007	8	26.Nov.2007	0000108945	ST PAUL PORT AUTHORITY	ONL	TROSTBE	P	26.Nov.2007	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$21,108.11	\$0.00	1900 LANDMARK TOWERS	345 ST PETER STREET		ST PAUL	MN	55102		
Handling	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	001207	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
1	Professional Service	\$21,108.11	918070001	\$21,108.11		Y	Y	Y	N	RRA	0000000476	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421522	12501	150112	00000				2005			\$21,108.11			N
Account Name: Other Professional Services						Department Name: Union Depot Study								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
2	Professional Service	\$0.00	918070001			Y	Y	Y	N	RRA	0000000476	SC

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421522	12501	150112	00000				2004			\$0.00			N
Account Name: Other Professional Services						Department Name: Union Depot Study								

67



Business Unit: RRA
Voucher ID: 00004639

VOUCHER
Purchase Order Voucher

Page No. 2
Run Date 26.Nov.2007
Run Time 12:46:44 PM

Report ID: RMAP19

Payment Comments-Check Stub

11/26/07 - INV #8 FOR SERVICES ON THE POST OFFICE ACQUISITION FOR 8/11/07 - 10/31/07.

Voucher Comments

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

Authorization

Kristine A. Longhenry

Date

11/29/07

St. Paul Port Authority Union Depot Invoices

Period of service	Invoice #1 6/20/05-8/31/05	Invoice #2 September-05	Invoice #3 November-05	Invoice #4 May-06	Invoice #5 6/1/06-10/31/06	Invoice #6 11/1/06-4/30/07	Invoice #7 5/1/07-8/10/07
LABOR	\$5,500.00	\$2,125.00	\$2,750.00	\$9,687.50	\$8,937.50	\$9,575.00	\$11,062.50
DIRECT COSTS	\$3,681.11	\$5,660.80	\$37,583.94	\$1,496.25	\$4,373.76	\$337.50	\$14,569.58
ADJUSTMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL INVOICE	\$9,181.11	\$7,785.80	\$40,333.94	\$11,183.75	\$13,311.26	\$9,912.50	\$25,632.08
RCRRA Share = 50%	\$4,590.55	\$3,892.90	\$20,166.97	\$5,591.88	\$6,655.63	\$4,956.25	\$12,816.04
NET PAY INVOICE	\$4,590.55	\$3,892.90	\$20,166.97	\$5,591.88	\$6,655.63	\$4,956.25	\$12,816.04
Direct Costs:							
Xact, Inc.	\$621.11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Leonard, Street and Deinard	\$60.00	\$840.00	\$300.00	\$1,496.25	\$4,373.76	\$4,373.76	\$14,569.58
Maxfield Research Contract	\$3,000.00	\$3,100.00	\$4,400.00	\$0.00	\$0.00	\$0.00	\$0.00
Peer Engineering	\$0.00	\$1,720.80	\$6,336.64	\$0.00	\$0.00	\$0.00	\$0.00
Colliers Turley Martin Tucker	\$0.00	\$0.00	\$26,500.00	\$0.00	\$0.00	\$0.00	\$0.00
Shipping	\$0.00	\$0.00	\$47.30	\$0.00	\$0.00	\$0.00	\$0.00
Sunde Land Surveying	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Direct Costs	\$3,681.11	\$5,660.80	\$37,583.94	\$1,496.25	\$4,373.76	\$4,373.76	\$14,569.58
Amount spent on contract	\$4,590.55	\$8,483.45	\$28,650.42	\$34,242.30	\$40,897.93	\$45,854.18	\$58,670.22
Balance of contract	\$202,909.45	\$199,016.55	\$178,849.58	\$173,257.71	\$166,602.08	\$161,645.83	\$148,829.79

7

Ramsey County Purchase Order

Regional Rail Authority

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

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

Purchase Order	Date	Revision	Page
RRA - 0000000476	09/26/2005		1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRA	Currency Code: USD		

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

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

Tax Exempt? Y Tax Exempt ID: 9999999999999999

Line-Schd Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1	Professional Service	1.00	EA	205,862.40	205,862.40	09/26/2005
				Schedule Total	205,862.40	
				Item Total	918070001	205,862.40
2 - 1	Professional Service	1.00	EA	1,637.60	1,637.60	09/26/2005
				Schedule Total	1,637.60	
				Item Total	918070001	1,637.60

Contract with St. Paul Port Authority and City of St. Paul to negotiate the acquisition of the Post Office buildings

Total PO Amount 207,500.00

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

Unauthorized

8

1900 Landmark Towers
345 St. Peter Street
St. Paul, Minnesota
55102-1661



Tel: 651-224-5686
Fax: 651-223-5198
Toll: 800-328-8417
www.sppa.com

~ INVOICE ~

DATE: November 1, 2007

TO: David Twa
Ramsey County

FROM: William M. Morin *WMM*

SUBJECT: Post Office
(Contract # 12501 1501 1200000 421522)

Please find enclosed invoices for the period of August 11, 2007 – October, 2007 indicating the County's 50% share. Attached on the following pages are the details.

Please submit payment to the Port Authority at your earliest convenience.

Thank you.

WMM:ah

cc: Bruce Kessel
Dana Collum

Invoice #8
8/11/07-10/31/07
\$4,625.00
\$37,591.21
\$0.00
\$42,216.21
\$21,108.11
\$21,108.11
\$0.00
\$23,585.24
\$0.00
\$0.00
\$0.00
\$0.00
\$14,005.97
\$37,591.21
\$79,778.32
\$127,721.68

1900 Landmark Towers
345 St. Peter Street
St. Paul, Minnesota
55102-1661



Tel: 651-224-5686
Fax: 651-223-5198
Toll: 800-328-8417
www.sppa.com

November 1, 2007

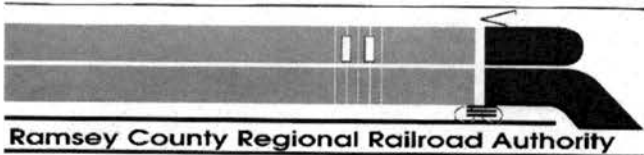
- INVOICE -

Post Office Acquisition

	<u>Budget</u>	<u>Current Billing</u>	<u>Project Total Billings</u>
Port Authority	\$ 90,000	\$ 4,625.00	\$ 54,263.50
Legal	\$ 100,000	23,585.24	45,562.33
Appraisals	\$ 25,000	--	26,500.00
Environmental Contractor	\$ 50,000	--	8,057.44
Architect/Engineers	\$ 75,000	--	--
Re-Use Consultant	\$ 15,000	--	10,500.00
Title	\$ 20,000	--	--
Surveyor	\$ 20,000	14,005.97	14,005.97
Miscellaneous	\$ 20,000	--	668.41
TOTAL	\$ 415,000	\$ 42,216.21	\$ 159,557.65
		X 50%	
Amount Due (by County)		\$ 21,108.11	

Post Office Invoice
August 14 - October 31, 2007

<u>DATE</u>	<u>TASK</u>	<u>HOURS</u>
8/14/07	Reviewed revised drafts of p. agmt & contract for deed, phone calls w/Mike M, Shannon H & Steve M.	0.50
8/15/07	Phone calls w/Steve M & Shannon H.	0.25
8/20/07	Post Office, Dakota & Ramsey County meeting	2.00
8/22/07	Phone call w/David Twa, Shannon H, Mike M & Kathy F.	0.50
8/23/07	Reviewed purch agmt letter & revisions to purch agmt	0.50
8/24/07	Reviewed additional changes to purch agmt, phone call w/Kathy F	0.75
8/24/07	Phone calls to Mike M, Nancy Homans & letter to David Twa	0.50
9/10/07	Post Office, Dakota & Ramsey County meeting	2.00
9/12/07	Due diligence matters	0.25
9/17/07	Reviewed encroachment letter w/Shannon H.	0.25
9/17/07	Mtg w/Raphael Ortega & David Twa	1.00
9/26/07	Phone calls w/Shannon H, Steve M. & Terry S.	0.25
9/28/07	Mtg w/Shannon H, Cindy B, Stev M re: title matters	1.00
10/9/07	Phone calls w/Mike M. & David Twa & Steve Morris	0.50
10/10/07	Phone call w/Shannon H. re: title, survey, etc.	0.25
10/11/07	Amendment to purch agmt proposal to Post Office	0.75
10/16/07	Mtg w/David Twa	1.00
10/19/07	Phone calls to David T, Randy A & Mike M.	0.75
10/22/07	Prepare for 10/23/07 Board Meeting	1.50
10/23/07	Board Meeting	1.25
10/24/07	Mtg @ Concourse Bldg w/Post Office representatives	1.00
10/26/07	Mtg w/David Twa and others re: closing	0.75
10/30/07	Reviewed emails re: 106 & amendment to purch agmt	0.50
10/31/07	Mtg w/Raphael Ortega	<u>0.50</u>
	Total Hours	18.50
		x(per hr) <u>\$250.00</u>
	Total Due	<u>\$4,625.00</u>



3

REQUEST FOR ACTION

Type of Agenda: ☐ Policy
☒ Administrative

☐ Discussion
☐ Information

Regional Railroad Authority Meeting Date: 2/12/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Ratification of Braun Intertec Corporation Invoice No. 286552

EXECUTIVE SUMMARY

RCRRA contracted with Braun Intertec Corporation using the City of St. Paul/Ramsey County Master Contract No. C-23428B for environmental due diligence work on the Union Depot Concourse.

Braun Intertec Corporation has satisfactorily completed their work identified in the scope of work and has provided detailed invoice documentation for services and costs accrued from September 13, 2007 through November 9, 2007.

Invoice No. 286552, in the amount of \$42,763.48 provided correct documentation of payments due to Braun Intertec Corporation from September 13, 2007 through November 9, 2007.

ACTION REQUESTED

Accept payment in the amount of \$42,763.48 to Braun Intertec Corporation for services and costs accrued from September 13, 2007 through November 9, 2007.

SUBJECT: Ratification of Braun Intertec Corporation Invoice No. 286552

ATTACHMENTS:

1. Proposed resolution
2. Accounts Payable forms
3. Braun Intertec Corporation Invoice No. 286552, and attachments

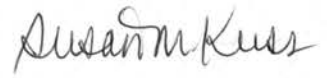
PREVIOUS ACTION:

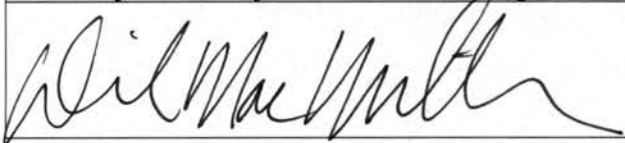
COUNTY MANAGER'S COMMENTS:

The RCRRA requires submittal of invoices and payment documentation to the Rail Authority for ratification following staff approval of invoice documentation.

SUBJECT: Ratification of Braun Intertec Corporation Invoice No. 286552

Regional Railroad Authority – Authorized Signature	Date
	2-5-08

Budgeting & Accounting – Authorized Signature	Date
	2/7/08

County Attorney – Authorized Signature	Date
	2/7/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The Ramsey County Regional Railroad Authority has
2 contracted with Braun Intertec Corporation using the City of St. Paul/Ramsey
3 County Master Contract No. C-23428B for environmental due diligence work on
4 the Union Depot Concourse; and
5

6 WHEREAS, Braun Intertec Corporation has satisfactorily completed their
7 work identified in the scope of work and has provided detailed invoice
8 documentation for services and costs accrued from September 13, 2007 through
9 November 9, 2007; and
10

11 WHEREAS, submittal of invoices and payment documentation to the Rail
12 Authority for ratification following staff approval of invoice documentation is
13 required; and
14

15 WHEREAS, Braun Intertec Corporation Invoice No. 286552, in the amount
16 of \$42,763.48 attachments thereto, provide the correct documentation of
17 payments due Braun Intertec Corporation from September 13, 2007 through
18 November 9, 2007; Now, Therefore Be It
19

20 RESOLVED, Payment to Braun Intertec Corporation in the amount of
21 \$42,763.48 for services rendered From September 13, 2007 through November
22 9, 2007, is hereby ratified.



Business Unit: RRA
Voucher ID: 00004710

VOUCHER
Purchase Order Voucher

Page 1
Run Date: 14.Jan.2008
Run Time: 3:08:57 PM

Report ID: RMAP19

Voucher Header Information

Pay Method: System Check

Entered Dt	Invoice ID	Invoice Dt	Vendor ID	Vendor Name	Origin	Preparer	Entry Stat	Acctg Dt	Post Stat	Pymnt Trms
14.Jan.2008	286552	31.Dec.2007	0000000199	BRAUN INTERTEC CORP	ONL	TROSTBE	P	31.Dec.2007	U	Due Now
Status	Gross Amt	Use Tax	Address1	Address2	Address3	City	State	Zip		
A	\$42,763.48	\$0.00	NW 7644	PO BOX 1450		MINNEAPOLIS	MN	55485-7644		
Handling	Group ID	Sales Tax	Pckp Ord# Nbr							
RE	001228	\$0.00								

Voucher Line Information

Line #	Description	Merch Amt	Inv Item I	Unit Price	Prorate	S	U	F	1099	PO Business Unit	PO Id	PO Type
1	ENV TESTING/CONSULTING SERVICE	\$42,763.48		\$42,763.48		Y	Y	Y	N	RRA	0000000725	CR

Distribution Line Information

Line #	Account	Fund	Dept	Program	Class Fld	Client Name	BP	Project ID	Open Item ID	Status	Merch Amt	Stat Cd	Statistic Amt	Asset
1	421522	12501	150301	00000			2007				\$42,763.48			N

Account Name: Other Professional Services

Department Name: Union Depot Operations

Payment Comments-Check Stub

12/31/07, INV #286552 DATED 12/14/07 - ENVIRONMENTAL DUE DILIGENCE SERVICES ON THE UNION DEPOT CONCOURSE FOR SEPTEMBER - NOVEMBER 2007.

Voucher Comments

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

Authorization

Kristine A. Longhney

Date

1/15/08

67

Ramsey County Purchase Order

Regional Rail Authority

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

Vendor: 0000000199
BRAUN INTERTEC CORP
NW 7644
PO BOX 1450
MINNEAPOLIS MN 55485-7644
United States

CHANGE ORDER - REPRINT

Purchase Order	Date	Revision	Page
RAA - 0000000725	09/13/2007	1-	1
Payment Terms	Freight Terms	Ship Via	
Due Now	Origin PPD Allowed	US MAIL	
From Date	To Date		
Buyer: RRA	Currency Code: USD		

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

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

Tax Exempt? N Tax Exempt ID:

Line-Schd Item	Description	Quantity	UOM	PO Price	Extended Amt	Due Date
1 - 1	ENV TESTING/CONSULTING SERVICES	1.00	EA	42,763.48	42,763.48	09/13/2007
				Schedule Total	42,763.48	

Mfg ID

Contract ID: C-23428B

1
Item Total 42,763.48

Conduct Phase I Environmental Site Assessment, Historical Evaluation Literature Search, Phase II Environmental Site Assessment and Geotechnical Evaluation of the Union Depot Concourse

Total PO Amount 42,763.48

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

Unauthorized

6

December 24, 2007

Mr. Twa,

Attached here is the invoice from Braun Intertec for environmental due diligence which was performed under our contact with them.

The first page is a supplemental cost for rush lab work and their staff time in order to get results before the board before time was up. We successfully negotiated this additional cost down from an initial bill of \$12,000.

We need you to approve these charges with your signature next to the \$42,763.48 and return these originals to our office.

Should you have any questions please reach Steve at 6-2784.

James Homolka
RCRRA

RAMSEY COUNTY MANAGER
RECEIVED
07 DEC 27 PM 1:03

7



Braun Intertec Corporation
1826 Buerkle Road
Saint Paul, MN 55110

Phone: 651.487.3245
Fax: 651.487.1812
Web: braunintertec.com

December 14, 2007

Project SP-07-03673

Mr. James Homolka
Ramsey County Regional Railroad Authority
6560 Ramsey County Government Center West
50 Kellogg Boulevard
St. Paul, MN 55102

Re: Project Scope Changes and Associated Costs
Union Depot Concourse
Kellogg Boulevard and Sibley Street
St. Paul, Minnesota

Dear Mr. Homolka:

The purpose of this correspondence is to provide Ramsey County Regional Railroad Authority (RCRRA) - with a description of changes to the scope of work that was originally approved by RCRRA on September 13, 2007. The scope included a Phase I Environmental Site Assessment, Historical Evaluation Literature Search, Phase II Environmental Site Assessment and Geotechnical Evaluation, and the total budget was \$34,748. The table below provides descriptions of the scope changes and associated cost increases.

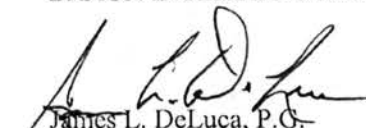
Additional Task	Additional Cost
Rush Laboratory Charges	\$4,008
Meetings - URS, RCRRA and URS, USPS, Ramsey County Board	600
Drilling - 2 additional days and cement coring	1,500
Environmental Field Services for 2 additional days	1,000
Planning cost estimate	850
Total	\$7,958

The revised budget for the work completed would thus be \$42,706. We would appreciate your authorization of the additional budget to complete the environmental and geotechnical consulting services at the referenced site, and appreciate greatly the opportunity to provide services to RCRRA.

If you have any questions or comments regarding this information, or need additional details, please call Jim DeLuca at 651.487.7005.

Sincerely,

BRAUN INTERTEC CORPORATION


James L. DeLuca, P.O.
Associate Principal

*GRB
we negotiate
this down
from 2x
this.*

8

INVOICE



PLEASE REMIT TO
Braun Intertec Corporation
NW 7644 • P.O. Box 1450
Minneapolis, Minnesota 55485-7644
(952) 995-2000 • Fax (952) 995-2020
Tax I.D. #41-1684205

Steve Morris
Ramsey County Regional Railroad
Authority
6560 Ramsey Cty. Government Center-West
50 Kellogg Boulevard
St. Paul, MN 55102

Invoice Date : 11/9/2007
Invoice # : 286552
Project # : SP-07-03673
Client # : R46855
Client Ref :

Union Depot Concourse
Phase I ESA, Phase II ESA, Geotechnical Evaluation
214 Fourth Street East
St. Paul, Mn

PO# C-23428B-11

For Professional Services rendered through 11/9/2007

****REVISED INVOICE****

Professional Consulting Services	15,964.75
Other Expenses	26,798.73
Invoice Total	42,763.48

Please pay from this invoice.
Terms: Due on receipt, 1 1/2% per month after 30 days, 18% annual percentage rate.

We accept



FORM NO. BI12-01 (1/07)

CELEBRATING 50 YEARS OF GROWTH THROUGH SERVICE AND TRUST.

9

INVOICE



PLEASE REMIT TO
 Braun Intertec Corporation
 NW 7644 • P.O. Box 1450
 Minneapolis, Minnesota 55485-7644
 (952) 995-2000 • Fax (952) 995-2020
 Tax I.D. #41-1684205

Project : SP-07-03673 -- Union Depot Concourse

Invoice # : 286552

Consulting Services

<u>Class / Employee Name</u>	<u>Date</u>	<u>Hours</u>	<u>Rate</u>	<u>Amount</u>
Greenwell, Jeffrey A	10/05/2007	1.00	54.00	54.00
Bertram, Brett J	10/12/2007	3.00	54.00	162.00
Ciampone, Mark	10/12/2007	0.75	103.00	77.25
Nelson, Cheryl A.	09/21/2007	0.50	54.00	27.00
Nelson, Cheryl A.	10/05/2007	1.25	54.00	67.50
Nelson, Cheryl A.	10/12/2007	7.50	54.00	405.00
Nelson, Cheryl A.	10/19/2007	1.50	54.00	81.00
		10.75		580.50
Dudero, Laurie A.	09/21/2007	0.50	54.00	27.00
Dudero, Laurie A.	10/12/2007	0.75	54.00	40.50
		1.25		67.50
Ullom, Caroline C	10/05/2007	3.25	54.00	175.50
Ullom, Caroline C	10/12/2007	0.50	54.00	27.00
		3.75		202.50
Project Assistant	10/19/2007	1.00	54.00	54.00
Project Assistant	10/26/2007	0.25	54.00	13.50
		1.25		67.50
Mahrt, Daniel B	09/21/2007	7.00	103.00	721.00
Mahrt, Daniel B	09/28/2007	9.75	103.00	1,004.25
Mahrt, Daniel B	10/05/2007	8.25	103.00	849.75
Mahrt, Daniel B	10/12/2007	7.50	103.00	772.50
Mahrt, Daniel B	10/19/2007	0.75	103.00	77.25
Mahrt, Daniel B	11/02/2007	1.50	103.00	154.50
		34.75		3,579.25
Jenkins, Mark L.	10/12/2007	0.75	132.00	99.00
Kruse, Gregg D	10/19/2007	2.00	132.00	264.00
DeLuca, James L	09/14/2007	4.00	132.00	528.00
DeLuca, James L	09/21/2007	8.25	132.00	1,089.00
DeLuca, James L	09/28/2007	6.00	132.00	792.00
DeLuca, James L	10/05/2007	18.25	132.00	2,409.00
DeLuca, James L	10/19/2007	4.50	132.00	594.00
DeLuca, James L	10/26/2007	2.75	132.00	363.00
		43.75		5,775.00

Please pay from this invoice.

Terms: Due on receipt, 1 1/2% per month after 30 days, 18% annual percentage rate.

We accept

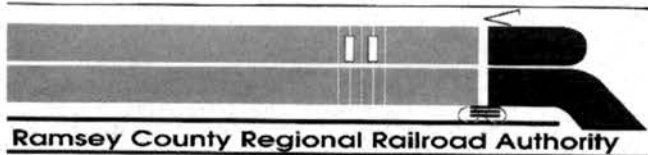


FORM NO. B112-01 (1/07)

CELEBRATING 50 YEARS OF GROWTH THROUGH SERVICE AND TRUST.

Page 1

10



4

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 2/12/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Active Living Ramsey County Coordinator

EXECUTIVE SUMMARY

In 2005, Active Living Ramsey County (ALRC) was established as a collaborative effort involving community business leaders, elected officials and representatives from organizations like cities, the County, school districts and residents with a common mission, "To create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines." Since launching the initiative, ALRC has engaged stakeholders, surveyed Ramsey County residents, established a website, launched the 1,000 Benches Program, conducted several walkable community workshops and provided technical support to communities on incorporating active living principles into their comprehensive plans.

In 2006, Ramsey County received a Blue Cross Blue Shield of Minnesota grant of \$75,000 for ALRC to assist cities within Ramsey County to integrate active living principles into their comprehensive planning. The grant funded a Program Analyst position to assist municipalities in this comprehensive planning initiative. In addition, the Program Analyst was able to provide some general assistance with the ALRC partnership. Grant funding for the position ran through the end of 2007.

ACTION REQUESTED

1. Approve a budget adjustment of up to \$21,250 per year for 2008 and 2009 from the administrative budget of the Ramsey County Regional Railroad Authority to the Ramsey County Parks and Recreation Department for the Active Living Ramsey County initiative.
2. Authorize the County Manager to make the necessary budget adjustments.

SUBJECT: Active Living Ramsey County Coordinator

EXECUTIVE SUMMARY (continued from page 1)

During the last quarter of 2007, ALRC prepared a strategic plan for 2008 through 2012 (copy attached). The plan outlines four goals and several priority strategies. The strategic plan identifies sustaining leadership within ALRC as the critical element for the continuing success of the multi-disciplinary partnership. The strategic plan calls for a project coordinator who can facilitate, oversee and organize the efforts of the partnership. With this in mind, a job specification has been prepared that utilizes the existing job class title of Planning Specialist I/II.

The anticipated budget for the position (1.0 FTE salary and benefits) and the services and supplies necessary to support ALRC is \$85,000 per year. The Ramsey County/St. Paul Department of Public Health has offered to finance 75% of the cost from the Solid Waste Fund Balance for 2008 and 2009. The Ramsey County Regional Rail Authority is being asked to finance 25% of the cost. It is proposed that the function and position be included in the Department of Parks and Recreation. It is expected that staff from other County departments will continue to participate on the ALRC Steering Committee, program committees and special projects.

ATTACHMENTS:

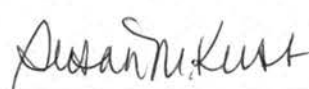
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of the proposed budget adjustment and the increased complement for the ALRC Coordinator position. The work of ALRC exemplifies the County's mission of "Working with you to enhance quality our of life." ALRC has demonstrated value to the community and has identified an aggressive set of goals through its strategic plan that requires ongoing coordination and leadership. A project coordinator who can facilitate, oversee and organize the effort of ALRC is critical to the long-term success of the partnership.

SUBJECT: Active Living Ramsey County Coordinator

Regional Railroad Authority – Authorized Signature	Date
	2-5-08

Budgeting & Accounting – Authorized Signature	Date
	2-9-08

County Attorney – Authorized Signature	Date
	2/7/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, In 2005, Active Living Ramsey County (ALRC) was
2 established as a collaborative effort involving community leaders, elected officials
3 and representatives from organizations like cities, the County, school districts
4 and residents with a common mission, "To create and promote environments that
5 make it safe and convenient for people to integrate physical into their daily
6 routines"; and
7

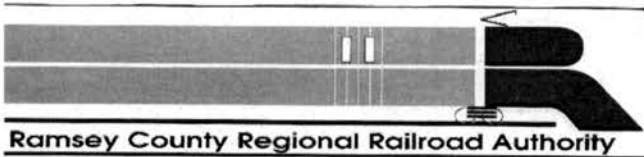
8 WHEREAS, The ALRC strategic plan for 2008-2012 identifies sustaining
9 leadership within ALRC as the critical element for continuing success of the
10 multi-disciplinary partnership, including the hiring of a project coordinator who
11 can facilitate, oversee and organize the efforts of ALRC; and
12

13 WHEREAS, The anticipated annual budget for a 1.0 FTE position and the
14 services and supplies necessary to support ALRC is \$85,000 per year; and
15

16 WHEREAS, The Ramsey County/St. Paul Department of Public Health
17 has agreed to finance 75% of the position from the Solid Waste Fund Balance
18 and the Ramsey County Regional Rail Authority has been asked to finance 25%
19 with the understanding that the function and position will be included in the
20 Department of Parks and Recreation; Now, Therefore, Be It
21

22 RESOLVED, That the Ramsey County Regional Railroad Authority
23 approves a budget adjustment of up to \$21,250 per year for 2008 and 2009 from
24 the administrative budget of the Ramsey County Regional Railroad Authority to
25 the Ramsey County Parks and Recreation Department for the Active Living
26 Ramsey County initiative; and Be It Further
27

28 RESOLVED, That the Ramsey County Regional Railroad Authority
29 authorizes the County Manager to make the necessary budget adjustments.



5

REQUEST FOR ACTION

Type of Agenda: ☐ Policy ☐ Discussion
☒ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 02/12/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Resolution regarding Central Corridor Light Rail Transit (LRT) Line

EXECUTIVE SUMMARY

Attached is a draft resolution, presented by Commissioner McDonough, regarding "next steps" and strategies for implementation of the Central Corridor Light Rail Transit Line. It is presented for action by the Regional Rail Authority.

ACTION REQUESTED

1. Approve the resolution of support for strategies toward a successful implementation of the Central Corridor LRT Line; and
2. Authorize the submission of the resolution to the Chair of the Metropolitan Council, Peter Bell, for use by the Central Corridor Management Committee as it makes scoping recommendations and decisions for the Central Corridor LRT Line.

1

SUBJECT: Resolution regarding Central Corridor Light Rail Transit (LRT) Line

ATTACHMENTS:

1. Proposed resolution.

PREVIOUS ACTION:

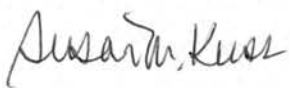
COUNTY MANAGER'S COMMENTS:

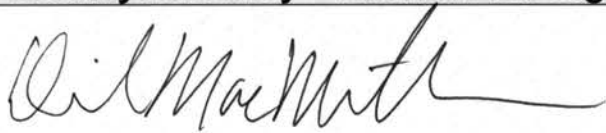
Commissioner McDonough is presenting this item for action, in his position as Chair of the Regional Rail Authority.

2

SUBJECT: Resolution regarding Central Corridor Light Rail Transit (LRT) Line

Regional Railroad Authority – Authorized Signature	Date
	2-7-08

Budgeting & Accounting – Authorized Signature	Date
	2-7-08

County Attorney – Authorized Signature	Date
	2/7/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

DRAFT RESOLUTION

WHEREAS, The Ramsey County Board of Commissioners has been a strong and consistent proponent of the need to develop and implement a comprehensive network of transit lines and options for the residents of the County, the region, and the entire State of Minnesota; and

WHEREAS, In keeping with the Commissioners' commitment to the promotion of transit options, they have supported the development of the Central Corridor Light Rail Transit (LRT) Line for the past 20-plus years, through their work as the Ramsey County Regional Rail Authority; and

WHEREAS, During these years, they have been joined by many colleagues, such as the seven metropolitan counties' Metro Transitways Development Board; partners, such as the members of the Eastern Transportation Alliance; community members, such as the St. Paul Trades and Labor Assembly and the Building Trades; the property taxpayers in Ramsey County; and the residents and businesses along the Line, in the planning, financing, and implementation activities that are necessary to make the Central Corridor LRT Line a reality; and

WHEREAS, They are particularly gratified by the leadership shown by both the Midway and Saint Paul Area Chambers of Commerce and all the members of the Central Corridor Partnership, whose support and hard work have been integral to development of the Line; and

WHEREAS, The Regional Rail Authority has always been supported in their work by a strong financial commitment of the federal government, through members of the Minnesota Delegation, particularly Congresswoman Betty McCollum and Congressman Jim Oberstar, as well as Senators Klobuchar, Coleman, and, before his death, Senator Wellstone; and

WHEREAS, In addition to strong federal leadership, they have the long-term support and guidance of Representative Alice Hausman and all the members of the Ramsey County Legislative Delegation and numerous other friends and allies within the Minnesota Legislature; and

WHEREAS, The Commissioners also wish to recognize and thank Mayor Chris Coleman, Council President Kathy Lantry, and all the members of the Saint Paul City Council for their commitment to the Line's development, recognizing the vitality and economic development it will add to the City, the region, and the State; and

WHEREAS, at this time, The Ramsey County Regional Rail Authority believes it is crucial to express their support for those strategies that they believe are necessary to a successful implementation of the Central Corridor LRT Line. The following statements list these strategies; Now, Therefore, Be It

RESOLVED, That the Central Corridor LRT Line is a critical transit link in the state's current and future transportation system, one that links the Union Depot multi-modal transit hub in downtown Saint Paul – the heart of the East Metro system – with a collection of strong neighborhoods, the Midway shopping area, and the University of Minnesota, before connecting to the West Metro system in downtown Minneapolis; and Be It Further

50 RESOLVED, Accessibility to all transit options must and will be enhanced and increased
51 for all persons living and doing business along the entire Corridor, with the construction of this
52 Line; and Be It Further
53

54 RESOLVED, The maintenance facility/shop and yards that will be required to
55 accommodate both the Central Corridor Line and the three-car trains to be introduced to the
56 Hiawatha Line should be located in close proximity to the Union Depot Concourse, at the
57 Concourse level and south of Kellogg Boulevard, in Saint Paul. The land for this facility is in the
58 public ownership of the Ramsey County Regional Rail Authority, which, therefore, eliminates the
59 need to take additional land off the tax rolls. Siting the facility on this land will also allow for the
60 Central Corridor's connection to the Concourse to be engineered, at no extra cost to the project,
61 during the current preliminary engineering and final design phases, and constructed by Ramsey
62 County as soon as it is needed for future transit connections and use of the site as a multi-
63 modal hub; and Be It Further
64

65 RESOLVED, The Central Corridor LRT Line should be constructed to both meet current
66 transit demands in the region and accommodate additional ridership associated with
67 developments, such as those anticipated in the Central Corridor Development Strategy. To that
68 end, additional stations on University Avenue (at Western, Victoria, and Hamline Avenues)
69 should be designed and the necessary substructure constructed in the current phase to facilitate
70 the build-out of each station, as it is justified by travel demand, with minimal disruption to LRT
71 operations, University Avenue businesses, and the residents along the Line; and Be It Further
72

73 RESOLVED, The construction of at least one of these stations must be a priority during
74 this phase of building the line if there is money available in the project budget; and Be It Further
75

76 RESOLVED, The project schedule that anticipates the Central Corridor Management
77 Committee making recommendations on major scoping on February 27, 2008, and a New Starts
78 application submitted to the Federal Transit Administration in September 2008, should be met.
79 Each year of delay costs the project \$40 million – money that would be better spent on
80 enhancements to the line than on inflation costs; and Be It Further
81

82 RESOLVED, The Regional Rail Authority is committed to continuing to work in a
83 collaborative and problem-solving manner with all its partners in the design of this vital
84 transportation asset, and to respond with real solutions to the project's design and financing
85 challenges in order to meet the timeline outlined by the Governor and Metropolitan Council; and
86 Be It Further
87

88 RESOLVED, That the Ramsey County Regional Rail Authority authorizes its
89 representatives to share this resolution with the Chair of the Metropolitan Council, Peter Bell, so
90 that its contents may be used by the Central Corridor Management Committee as it makes
91 scoping recommendations and decisions for this Line.
92

93 2-07-08V3

1
2
3 **DRAFT RESOLUTION**

4 WHEREAS, The Ramsey County Board of Commissioners has been a strong and
5 consistent proponent of the need to develop and implement a comprehensive network of transit
6 lines and options for the residents of the County, the region, and the entire State of Minnesota;
7 and

8 WHEREAS, In keeping with the Commissioners' commitment to the promotion of transit
9 options, they have supported the development of the Central Corridor Light Rail Transit (LRT)
10 Line for the past 20-plus years, through their work as the Ramsey County Regional Rail
11 Authority; and

12
13 WHEREAS, During these years, they have been joined by many colleagues, such as the
14 seven metropolitan counties' Metro Transitways Development Board; partners, such as the
15 members of the Eastern Transportation Alliance; community members, such as the members of
16 the LOCATE Task Force, St. Paul Trades and Labor Assembly and the Building Trades; the
17 property taxpayers in Ramsey County; and the residents and businesses along the Line, in the
18 planning, financing, and implementation activities that are necessary to make the Central
19 Corridor LRT Line a reality; and

20
21 WHEREAS, They are particularly gratified by the leadership shown by both the Midway
22 and Saint Paul Area Chambers of Commerce and all the members of the Central Corridor
23 Partnership, whose support and hard work have been integral to development of the Line; and

24
25 WHEREAS, The Regional Rail Authority has always been supported in their work by a
26 strong financial commitment of the federal government, through members of the Minnesota
27 Delegation, particularly Congresswoman Betty McCollum and Congressman Jim Oberstar, as
28 well as Senators Klobuchar, Coleman, and, before his death, Senator Wellstone; and

29
30 WHEREAS, In addition to strong federal leadership, they have the long-term support and
31 guidance of Representative Alice Hausman and all the members of the Ramsey County
32 Legislative Delegation and numerous other friends and allies within the Minnesota Legislature;
33 and

34
35 WHEREAS, The Commissioners also wish to recognize and thank Mayor Chris
36 Coleman, Council President Kathy Lantry, and all the members of the Saint Paul City Council
37 for their commitment to the Line's development, recognizing the vitality and economic
38 development it will add to the City, the region, and the State; and

39
40 WHEREAS, at this time, The Ramsey County Regional Rail Authority believes it is
41 crucial to express their support for those strategies that they believe are necessary to a
42 successful implementation of the Central Corridor LRT Line. The following statements list these
43 strategies; Now, Therefore, Be It

44
45 RESOLVED, That the Central Corridor LRT Line is a critical transit link in the state's
46 current and future transportation system, one that links the Union Depot multi-modal transit hub
47 in downtown Saint Paul – the heart of the East Metro system – with a collection of strong
48 neighborhoods, the Midway shopping area, and the University of Minnesota, before connecting
49 to the West Metro system in downtown Minneapolis; and Be It Further

50 RESOLVED, Accessibility to all transit options must be enhanced and increased for all
51 persons living and doing business along the entire Corridor, particularly for the most transit-
52 dependent populations, with the construction of this Line; and Be It Further
53

54 RESOLVED, The maintenance facility/shop and yards that will be required to
55 accommodate both the Central Corridor Line and the three-car trains to be introduced to the
56 Hiawatha Line will be located in close proximity to the Union Depot Concourse, at the
57 Concourse level and south of Kellogg Boulevard, in Saint Paul. The land for this facility is in the
58 public ownership of the Ramsey County Regional Rail Authority, which, therefore, eliminates the
59 need to take additional land off the tax rolls. Siting the facility on this land will also allow for the
60 Central Corridor's connection to the Concourse to be engineered, at no extra cost to the project,
61 during the current preliminary engineering and final design phases, and constructed by Ramsey
62 County, in concert with other funding partners, as soon as it is needed for future transit
63 connections and use of the site as a multi-modal hub; and Be It Further
64

65 RESOLVED, The Central Corridor LRT Line should be constructed to both meet current
66 transit demands in the region and accommodate additional ridership associated with
67 developments, such as those anticipated in the Central Corridor Development Strategy. To that
68 end, University Avenue stations at Western, Victoria, and Hamline Avenues should be designed
69 and the necessary substructure constructed in the current phase to facilitate the build-out of
70 each station, as funds become available, with minimal disruption to LRT operations, University
71 Avenue businesses, and the residents along the Line; and Be It Further
72

73 RESOLVED, The construction of at least one of these stations is Ramsey County's
74 highest priority during this phase of building the line, should funds become available in the
75 project budget; and Be It Further
76

77 RESOLVED, The project schedule that anticipates the Central Corridor Management
78 Committee making recommendations on major scoping on February 27, 2008, and a New Starts
79 application submitted to the Federal Transit Administration in September 2008, should be met.
80 Each year of delay costs the project \$40 million – money that would be better spent on
81 enhancements to the line than on inflation costs; and Be It Further
82

83 RESOLVED, The Regional Rail Authority is committed to continuing to work in a
84 collaborative and problem-solving manner with all its partners in the design of this vital
85 transportation asset, and to respond with real solutions to the project's design and financing
86 challenges in order to meet the timeline outlined by the Governor and Metropolitan Council; and
87 Be It Further
88

89 RESOLVED, That the Ramsey County Regional Rail Authority authorizes its
90 representatives to share this resolution with the Chair of the Metropolitan Council, Peter Bell, so
91 that its contents may be used by the Central Corridor Management Committee as it makes
92 scoping recommendations and decisions for this Line.
93

94 2-07-08V4

County Commissioners:

While I applaud the movement in which you've made to support the inclusion of stations at Western, Victoria and Hamline - I am dismayed that this resolution is not fully recommending the construction of all three stations. It should go without saying that elevating the building of at least one station pits the interests of one community over that of the others and in the principled spirit of justice that is woefully unacceptable.

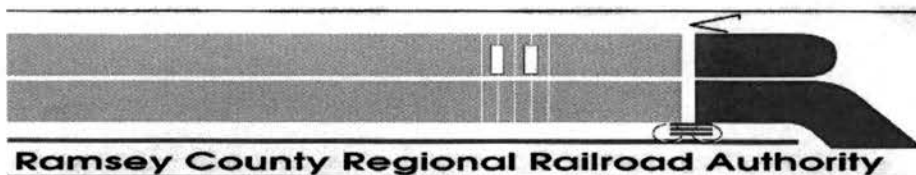
In light of this concern, I would hope the regional rail authority would consider adopting language as affirming as what was endorsed by St. Paul's city council in that all three stations should be built! Considering such an inclusion represents about 2% of the entire project cost I would think this is a small price to pay to ensure that we ALL benefit from such a major infrastructure investment.

It is unfortunate but as your resolution currently stands, the needs of impacted environmental justice stakeholders of Ramsey County is not taken seriously enough to warrant full and unwavering support for the building of these three stops. Whether you intend to or not, a loud message is being reaffirmed and that is: **ALTHOUGH THIS LINE WILL RUN THROUGH OUR COMMUNITY, IT IS NOT FOR US!**

On lines 73-74 of the draft resolution please considering adopting more affirming language to include: **RESOLVED**, The construction of **all three stations** is Ramsey County's highest priority.

Veronica Burt
Public Policy Advocate/Organizer
JUST Equity/Central Corridor Equity Coalition
univaveequity@yahoo.com

651-774-5977



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

REGIONAL RAILROAD AUTHORITY MEETING

AGENDA

February 19, 2008

Immediately following the

County Facilities Committee Meeting

Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the February 19, 2008 Board Meeting is presented for approval.

MINUTES of the February 12, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) **Presentation of Draft Union Depot Environmental Assessment**
- 2) **Presentation on the Red Wing Passenger Rail Study**

ADJOURNMENT

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on February 12, 2008, in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: David Twa, Tim Mayasich, Steve Morris, Angie Taylor, Susan Kuss, David MacMillan, Ken Haider, and Jane McClure.

Chair McDonough called the meeting to order at 1:55 PM

AGENDA

Commissioner Rettman moved approval of the Agenda of the February 12, 2008 Board Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

MINUTES

Commissioner Parker moved approval of the Minutes from the January 22, 2008 Board Meeting, seconded by Commissioner Ortega. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

1. Ratification of Partial Payments Nos. 2 and 3 to URS Corporation (R08-06)

Commissioner Carter moved approval of the ratification of partial payments Nos. 2 and 3 to URS Corporation, seconded by Commissioner Ortega. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of URS Corporation on the Union Depot Environmental Assessment and Conceptual Engineering; and

WHEREAS, URS Corporation has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through August 31, 2007; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification following staff approval of invoice documentation is required; and

WHEREAS, URS Corporation Invoice No. 3046030, Partial Payment No. 2, in the amount of \$91,955.70 and Invoice No. 2960830, Partial Payment No. 3, in the amount of

\$37,708.12 attachments thereto, provide the correct documentation of payments due URS Corporation through August 31, 2007; Now, Therefore Be It

RESOLVED, Payment to URS Corporation in the amount of \$129,663.82 for services rendered through August 31, 2007, is hereby ratified.

2. Ratification of Partial Payment No. 8 to St. Paul Port Authority (R08-07)

Commissioner Parker moved approval of the ratification of partial payment No. 8 to St. Paul Port Authority, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, McDonough – 6. Nays – 1. Commissioner Rettman voted no. Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of St. Paul Port Authority for the negotiation of acquisition of Post Office buildings in St. Paul; and

WHEREAS, St. Paul Port Authority has satisfactorily completed the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued for August 11, 2007 through October 31, 2007; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, St. Paul Port Authority Invoice No. 8, Partial Payment No. 8 in the amount of \$21,108.11 attachments thereto, provide the correct documentation of payments due St. Paul Port Authority for August 11, 2007 through October 31, 2007; Now, Therefore Be It

RESOLVED, Payment to St. Paul Port Authority in the amount of \$21,108.11 for services rendered August 11, 2007 through October 31, 2007 is hereby ratified.

3. Ratification of Braun Intertec Corporation Invoice No. 286552 (R08-08)

Commissioner Parker moved approval of the ratification of Braun Intertec Corporation Invoice No. 286552, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with Braun Intertec Corporation using the City of St. Paul/Ramsey County Master Contract No. C-23428B for environmental due diligence work on the Union Depot Concourse; and

WHEREAS, Braun Intertec Corporation has satisfactorily completed their work identified in the scope of work and has provided detailed invoice documentation for services and costs accrued from September 13, 2007 through November 9, 2007; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification following staff approval of invoice documentation is required; and

WHEREAS, Braun Intertec Corporation Invoice No. 286552, in the amount of \$42,763.48 attachments thereto, provide the correct documentation of payments due Braun Intertec Corporation from September 13, 2007 through November 9, 2007; Now, Therefore Be It

RESOLVED, Payment to Braun Intertec Corporation in the amount of \$42,763.48 for services rendered From September 13, 2007 through November 9, 2007, is hereby ratified.

4. Active Living Ramsey County Coordinator (R08-09)

Commissioner Reinhardt moved approval of the Active Living Ramsey County Coordinator resolution, seconded by Commissioner Ortega. Commissioner Rettman asked that all of the amendments Commissioner Reinhardt put forward be included. Chair McDonough advised Angie Taylor that she could get the amendments made to the County Board resolution from Bonnie Jackelen. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

WHEREAS, In 2005, Active Living Ramsey County (ALRC) was established as a collaborative effort involving community leaders, elected officials and representatives from organizations like cities, the County, school districts and residents with a common mission, "To create and promote environments that make it safe and convenient for people to integrate physical into their daily routines"; and

WHEREAS, The ALRC strategic plan for 2008-2012 identifies sustaining leadership within ALRC as the critical element for continuing success of the multi-disciplinary partnership, including the hiring of a project coordinator who can facilitate, oversee and organize the efforts of ALRC; and

WHEREAS, The anticipated annual budget for a 1.0 FTE position and the services and supplies necessary to support ALRC is \$85,000 per year; and

WHEREAS, The Ramsey County/St. Paul Department of Public Health has agreed to finance 75% of the position from the Solid Waste Fund Balance and the Ramsey County Regional Rail Authority has been asked to finance 25% with the understanding that the function and position will be included in the Department of Parks and Recreation; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves a budget adjustment of up to \$21,250 per year, which shall be bridge funding to allow time for consideration of long-term funding, for 2008 and 2009 from the administrative budget of the Ramsey County Regional Railroad Authority to the Ramsey County Parks and Recreation Department for the Active Living Ramsey County initiative; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes the County Manager to make the necessary budget adjustments.

5. Resolution regarding Central Corridor Light Rail Transit (LRT) Line (R08-10)

Chair McDonough distributed an email letter from JUST Equity/Central Corridor Equity Coalition regarding the Central Corridor Light Rail Transit Line. Chair McDonough advised that the resolution has been revised at lines 56 and 70.

Commissioner Carter commented that a lot of work went in to getting the resolution finalized, including building partnerships necessary to ensure that even in light of the Cost Effectiveness Index (CEI) limitations, Ramsey County is moving forward toward constructing the Central Corridor line. Commissioner Carter stated the resolution reinforces the requirement for efficient management, which translates to cost efficiencies and savings along the line. Commissioner Carter continued, stating Ramsey County supports and will continue to work toward implementing and completing the three additional stations along University Avenue to provide a distance between stations that leads to increased access for everyone, especially for those populations who depend on the 16 bus. Commissioner Carter concluded, stating the resolution also affirms that the Central Corridor LRT line should be viewed as a transit enhancement.

Commissioner Ortega commented that he supports the resolution given the current environment, politically and economically, and the fact that Ramsey County wants to move ahead. Commissioner Ortega indicated that all members are getting on board and now the project can be put in front of the Governor to make sure funding is in place. He went on to state his satisfaction with having the maintenance facility built on Ramsey County property at the concourse level, indicating that the connection to the Depot could easily be built in the next couple of years with no impact on the CEI today. Commissioner Ortega went on to state that the additional stations along University Avenue was a good compromise. Commissioner Ortega concluded reminding members that there is a 30% contingency budget to the Central Corridor, indicating that if the line can be built on time, or even early, he and Commissioner Carter would start talking about what ad-ons would be possible, including getting more than one of the additional stations built.

Commissioner Parker commented the resolution accomplishes a good compromise, reiterating that although the CEI does not help ensure the best design, Ramsey County is not going to give up on the vision of Union Depot being a multi-modal hub, serving the east metro area with a wide variety of modes. Commissioner Parker concluded by thanking Chair McDonough for working hard on a compromise that everyone can live with, as well as thanking the Chamber, City of St. Paul, and residents.

Commissioner Rettman asked if the resolution could be read into the record. Commissioner Rettman continued advising that she attended a community event over the lunch hour where she talked with disabled and poor community members, assuring them that the stations are about social justice for transit dependent riders. Commissioner Rettman commented that she was glad Ramsey County would not be bearing financial burden of the Depot concourse alone. She concluded saying she advised the community members that she supports this resolution and promised to work hard to get the additional stations built and to make sure that gentrification does not happen.

Commissioner Reinhardt responded to a point made by Commissioner Parker, saying the resolution was not 100% of what everyone wants, which is the definition of compromise.

She went on to thank Chair McDonough and former Chair, Commissioner Ortega, for their efforts, which will allow Ramsey County to achieve its vision in the long run. She, too, requested that the resolution be read into the record.

Commissioner Bennett commented that there are reasons for him to support the resolution, as well as reasons to vote against it. He expressed his disappointment over the fact that two areas of concern could not be addressed, including modernizing the Snelling and University intersection and the downtown area which the LRT line will not serve downtown patrons west of Wabasha. Commissioner Ortega moved approval, as revised, of the resolution regarding Central Corridor Light Rail Transit (LRT) Line, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

WHEREAS, The Ramsey County Board of Commissioners has been a strong and consistent proponent of the need to develop and implement a comprehensive network of transit lines and options for the residents of the County, the region, and the entire State of Minnesota; and

WHEREAS, In keeping with the Commissioners' commitment to the promotion of transit options, they have supported the development of the Central Corridor Light Rail Transit (LRT) Line for the past 20-plus years, through their work as the Ramsey County Regional Rail Authority; and

WHEREAS, During these years, they have been joined by many colleagues, such as the seven metropolitan counties' Metro Transitways Development Board; partners, such as the members of the Eastern Transportation Alliance; community members, such as the members of the LOCATE Task Force, St. Paul Trades and Labor Assembly and the Building Trades; the property taxpayers in Ramsey County; and the residents and businesses along the Line, in the planning, financing, and implementation activities that are necessary to make the Central Corridor LRT Line a reality; and

WHEREAS, They are particularly gratified by the leadership shown by both the Midway and Saint Paul Area Chambers of Commerce and all the members of the Central Corridor Partnership, whose support and hard work have been integral to development of the Line; and

WHEREAS, The Regional Rail Authority has always been supported in their work by a strong financial commitment of the federal government, through members of the Minnesota Delegation, particularly Congresswoman Betty McCollum and Congressman Jim Oberstar, as well as Senators Klobuchar, Coleman, and, before his death, Senator Wellstone; and

WHEREAS, In addition to strong federal leadership, they have the long-term support and guidance of Representative Alice Hausman and all the members of the Ramsey County Legislative Delegation and numerous other friends and allies within the Minnesota Legislature; and

WHEREAS, The Commissioners also wish to recognize and thank Mayor Chris Coleman, Council President Kathy Lantry, and all the members of the Saint Paul City

Council for their commitment to the Line's development, recognizing the vitality and economic development it will add to the City, the region, and the State; and

WHEREAS, at this time, The Ramsey County Regional Rail Authority believes it is crucial to express their support for those strategies that they believe are necessary to a successful implementation of the Central Corridor LRT Line. The following statements list these strategies; Now, Therefore, Be It

RESOLVED, That the Central Corridor LRT Line is a critical transit link in the state's current and future transportation system, one that links the Union Depot multi-modal transit hub in downtown Saint Paul – the heart of the East Metro system – with a collection of strong neighborhoods, the Midway shopping area, and the University of Minnesota, before connecting to the West Metro system in downtown Minneapolis; and Be It Further

RESOLVED, Accessibility to all transit options must be enhanced and increased for all persons living and doing business along the entire Corridor, particularly for the most transit-dependent populations, with the construction of this Line; and Be It Further

RESOLVED, The maintenance facility/shop and yards that will be required to accommodate both the Central Corridor Line and the three-car trains to be introduced to the Hiawatha Line will be located in close proximity to the Union Depot Concourse, at the Concourse level and south of Kellogg Boulevard, in Saint Paul. The land for this facility is in the public ownership of the Ramsey County Regional Rail Authority, which, therefore, eliminates the need to take additional land off the tax rolls. Siting the facility on this land will also allow for the Central Corridor's connection to the Concourse to be engineered, at no extra cost to the project, during the current preliminary engineering and final design phases, and constructed by Ramsey County, in concert with other funding partners, as soon as it is needed for future transit connections and use of the site as a multi-modal hub; and Be It Further

RESOLVED, The Central Corridor LRT Line should be constructed to both meet current transit demands in the region and accommodate additional ridership associated with developments, such as those anticipated in the Central Corridor Development Strategy. To that end, University Avenue stations at Western, Victoria, and Hamline Avenues should be designed and the necessary substructure constructed in the current phase to facilitate the build-out of each station, as funds become available, with minimal disruption to LRT operations, University Avenue businesses, and the residents along the Line; and Be It Further

RESOLVED, The construction of at least one of these stations is Ramsey County's highest priority during this phase of building the line, should funds become available in the project budget; and Be It Further

RESOLVED, The project schedule that anticipates the Central Corridor Management Committee making recommendations on major scoping on February 27, 2008, and a New Starts application submitted to the Federal Transit Administration in September 2008, should be met. Each year of delay costs the project \$40 million – money that would be better spent on enhancements to the line than on inflation costs; and Be It Further

RESOLVED, The Regional Rail Authority is committed to continuing to work in a collaborative and problem-solving manner with all its partners in the design of this vital transportation asset, and to respond with real solutions to the project's design and financing challenges in order to meet the timeline outlined by the Governor and Metropolitan Council; and Be It Further

RESOLVED, That the Ramsey County Regional Rail Authority authorizes its representatives to share this resolution with the Chair of the Metropolitan Council, Peter Bell, so that its contents may be used by the Central Corridor Management Committee as it makes scoping recommendations and decisions for this Line.

Other Business

Chair McDonough thanked the Board for the leadership shown over the years in Ramsey County, indicating he is very confident with how Ramsey County has positioned itself. Chair McDonough indicated that there would be other points, as the project moves ahead, to continue working on things along this 11-mile line that are important to the people and businesses along University Avenue. He went on to state that he is confident that when the line is complete in 2014, it will blow the bottle and the number out of the water, just like Hiawatha did, but to a greater extent. Chair McDonough thanked Commissioner Ortega for his services as former chair of the Regional Rail Authority and presented him with a plaque that read, "Rafael Ortega, Chair of Ramsey County Regional Rail Authority 2002 – 2007."

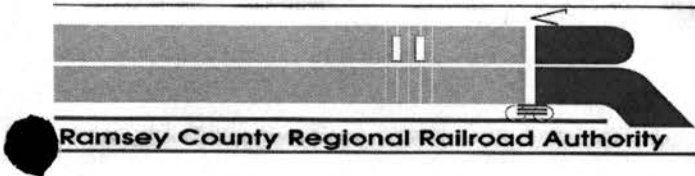
Chair McDonough requested Angie Taylor read the resolved clauses of the Central Corridor resolution.

County Manager, David Twa, introduced Timothy Mayasich as the new director of the Regional Railroad Authority.

Timothy Mayasich thanked the Board their support of the resolution and advised that he is looking forward to the challenges of the future.

Chair McDonough announced that there would be a press conference held at 3:30 PM today with the Central Corridor partners that will include Mayor Coleman from the City of St. Paul, St. Paul Chamber leadership, and a multitude of community partners. He advised that the press conference would take place in room 181 of the State Office Building, 100 Rev. Dr. Martin Luther King, Jr. Boulevard, Saint Paul, Minnesota.

The meeting adjourned at 2:30 PM.



REQUEST FOR ACTION

Type of Agenda: ☒ Policy ☐ Discussion
☐ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 02/19/08

Regional Railroad Authority Meeting Date: 12/18/07

SUBJECT Presentation of Draft Union Depot Environmental Assessment

EXECUTIVE SUMMARY

Richard H. Nau, Project Manager for URS Corporation will conduct a presentation at the meeting.

ACTION REQUESTED

For information and discussion only.

SUBJECT: *Presentation of Draft Union Depot Environmental Assessment*

ATTACHMENTS:

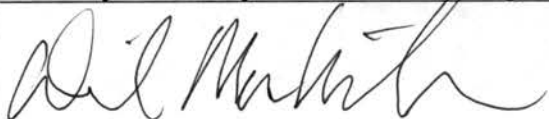
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: Presentation of Draft Union Depot Environmental Assessment

Regional Railroad Authority – Authorized Signature	Date
	2-11-08

Budgeting & Accounting – Authorized Signature	Date
	2/12/08

County Attorney – Authorized Signature	Date
	2/12/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

MINNESOTA'S UNION DEPOT

Status Report
To the
Ramsey County Regional Railroad
Authority

February 19, 2008



MINNESOTA'S UNION DEPOT



- Overview of the Environmental Assessment (EA) Process
- Goals for the Union Depot
- Significant Impacts
- Next Steps



1927



2007



MINNESOTA'S UNION DEPOT

AGENDA



- Required by National Environmental Policy Act (NEPA) for federal actions
- Federal investment in Union Depot is the federal action
- Environmental review must be completed before federal \$ can be released



MINNESOTA'S UNION DEPOT

Why an Environmental Assessment?



- An Environmental Assessment (EA) is an abbreviated form of an Environmental Impact Statement (EIS)
- EA is suitable for projects where all significant impacts can be mitigated
- Focus is on coordination with regulatory agencies and the public
- Intent is full disclosure of potential impacts



MINNESOTA'S UNION DEPOT

What is an Environmental Assessment?

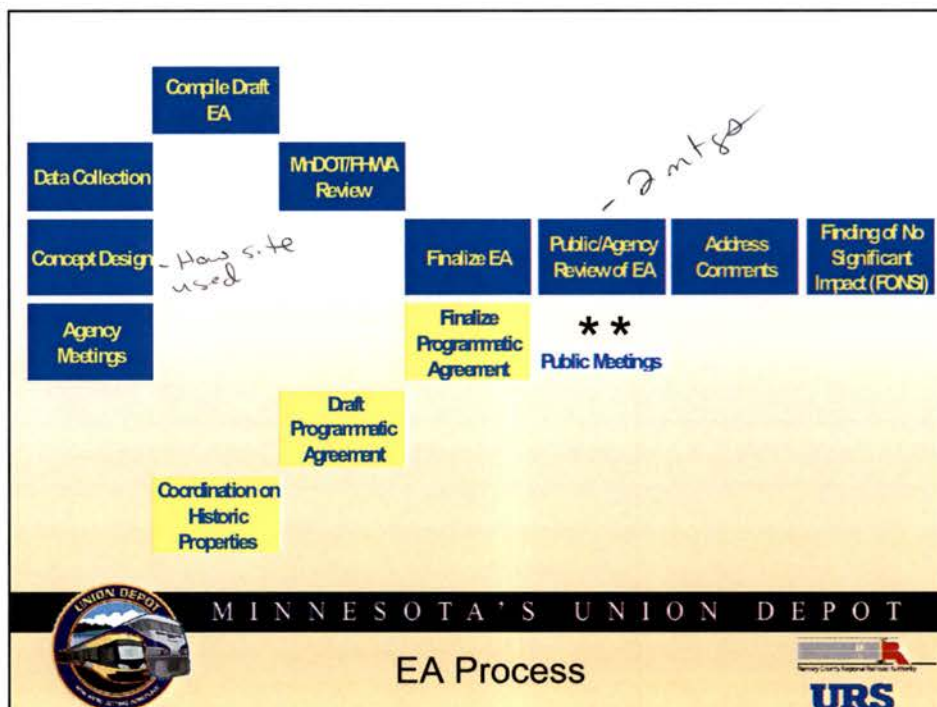


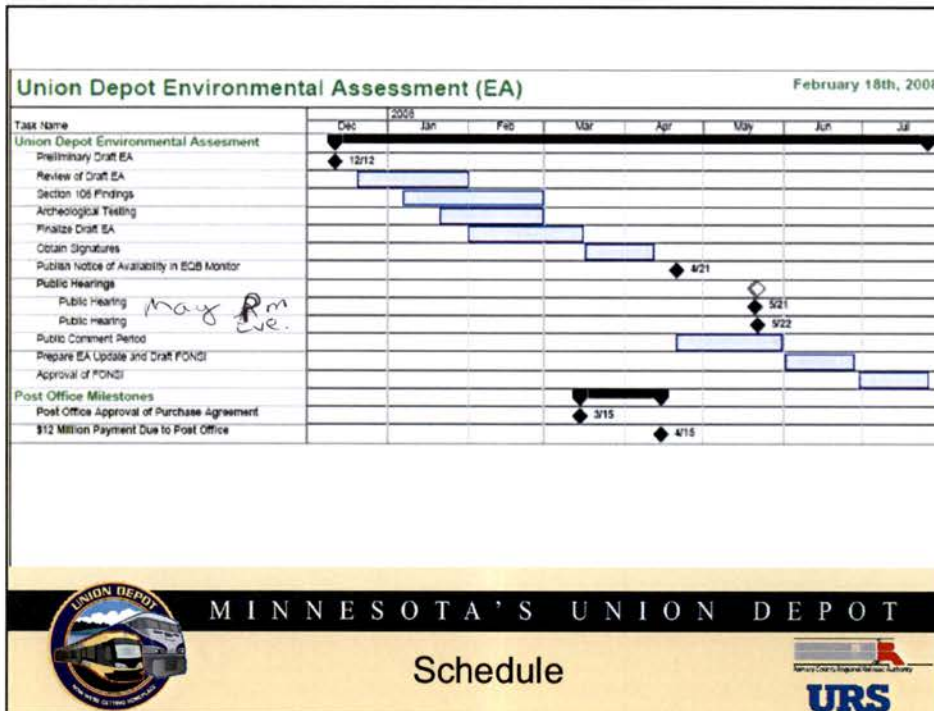
- Introduction
- Purpose and Need
- Alternatives
- Environmental Impacts
 - Social
 - Transportation
 - Environmental
- Public and Agency Involvement



MINNESOTA'S UNION DEPOT

Content of Environmental Assessment





Goals for the Union Depot Multi-Modal Transit Terminal

MINNESOTA'S UNION DEPOT

URS

1. Consolidate bus layovers and improve local bus connections
2. Provide connection to Central Corridor LRT
3. Consolidate intercity ground transportation
4. Improve safety and convenience for transit riders
5. Decrease dependence on personal vehicles
6. Spur economic growth
7. Support *Sustainable St. Paul Initiative*
8. Preserve historic significance
9. Enhance and encourage pedestrian and bike circulation



MINNESOTA'S UNION DEPOT

Goals



Findings of the EA Significant Impacts



MINNESOTA'S UNION DEPOT

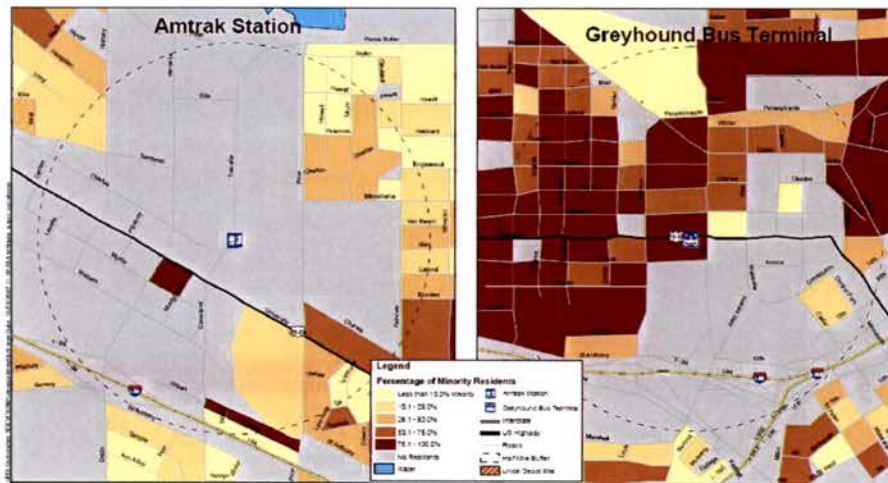


- Land use and neighborhoods
 - Supports city and neighborhood plans
- Displacement of Post Office
 - "...significant beneficial impact on USPS operations and productivity."
- Environmental Justice
 - Essentially no change in minority and low income populations served



MINNESOTA'S UNION DEPOT

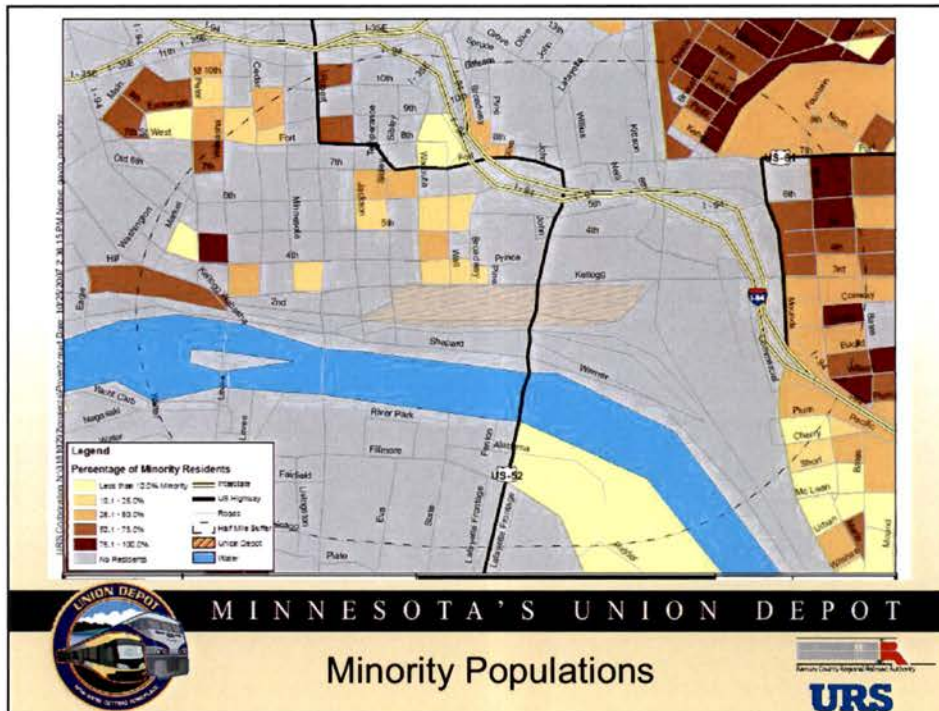
Social Issues



MINNESOTA'S UNION DEPOT

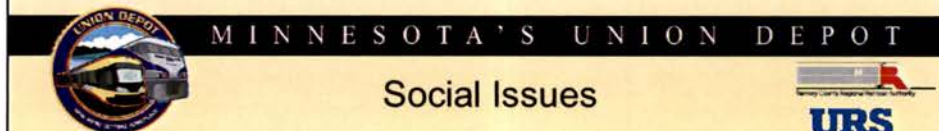
Minority Populations

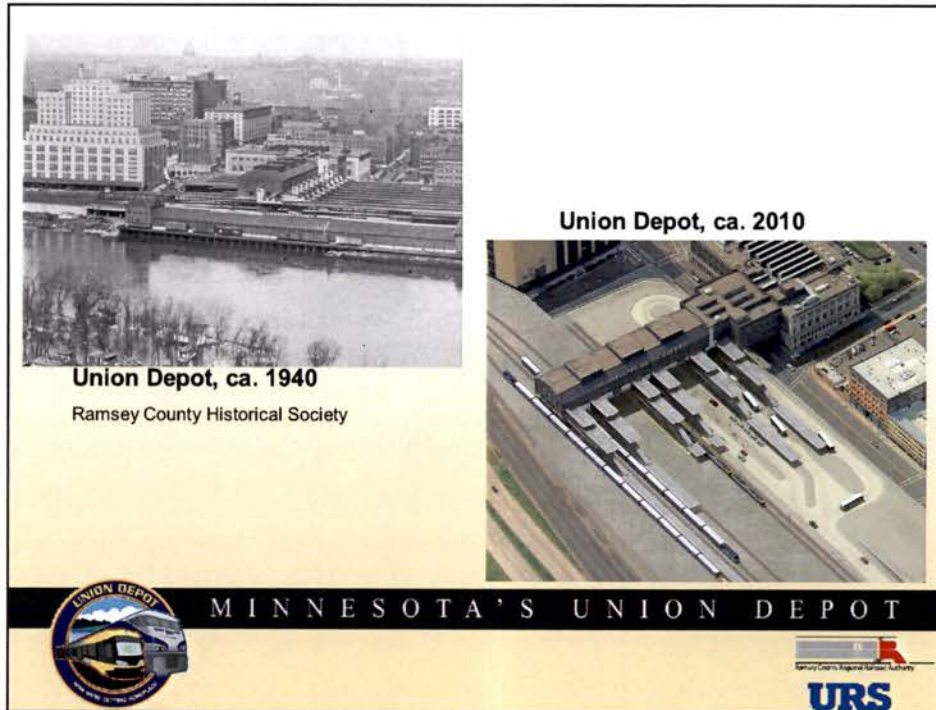




- Infrastructure
 - Potential relocation of storm water pipe
- Relationship to Mississippi River
 - Consistent with existing plans
 - Mississippi National River and Recreation Area (MNRRA) is part of the National Park System – requires ongoing consultation
- Visual and Aesthetic
 - Re-establish train sheds and vestibules
 - Primary concern of historic preservation agencies

covered entire deck - dominant feature





Stakeholders to this agreement

- **Historic and Archaeological**
 - State Historic Preservation Officer (SHPO)
 - St. Paul Heritage Preservation Commission (HPC)
 - MNRRA (National Park Service)
 - MnDOT Cultural Resource Unit (CRU)
 - FHWA
 - RCRRA
- Programmatic Agreement to be negotiated to establish a process for review of design and mitigation of impacts

Social Issues

- Traffic
 - Net reduction in daily trip generation from the site
- Parking
 - 2,400 existing spaces; 1,700 to remain
 - Future demand estimated to be 1,100
- Pedestrian and Bicycle
 - Ped/bike path to be provided along south side of Kellogg
 - Project includes bike facility with lockers, showers and storage for 200 bikes

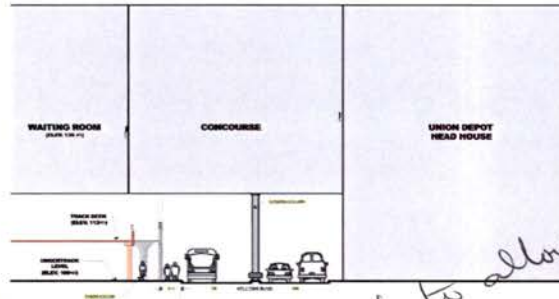
*considered
- existing demand
- approx demand by Amtrak
- use as p&B for Central Corridor
40 - for park & ride*

*will displace some
parking spots*



MINNESOTA'S UNION DEPOT

Transportation

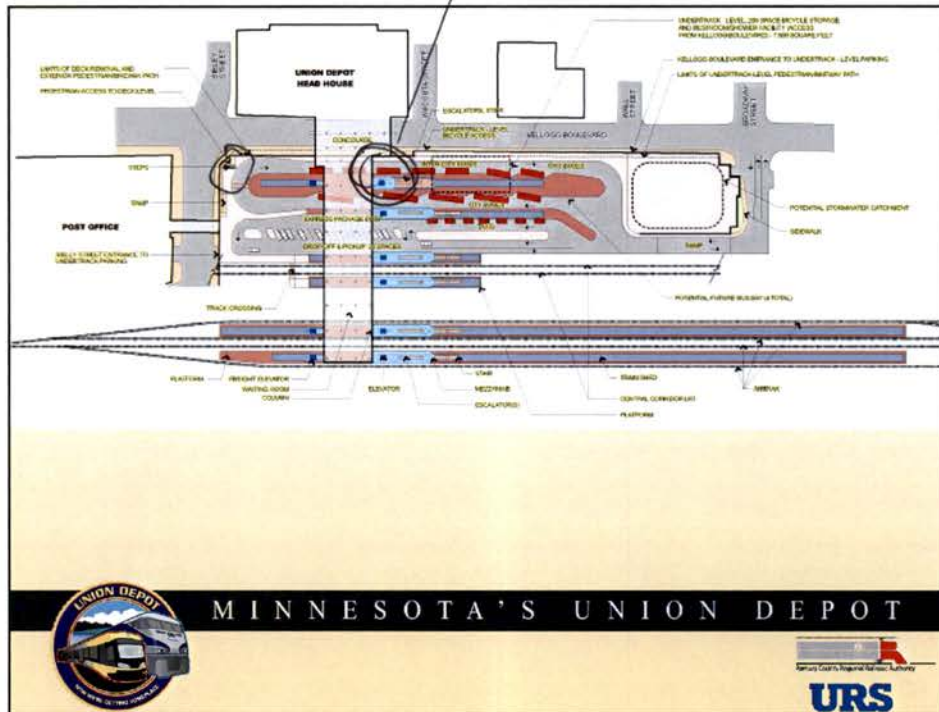


*cut back 10 feet to allow
for bike path*



MINNESOTA'S UNION DEPOT

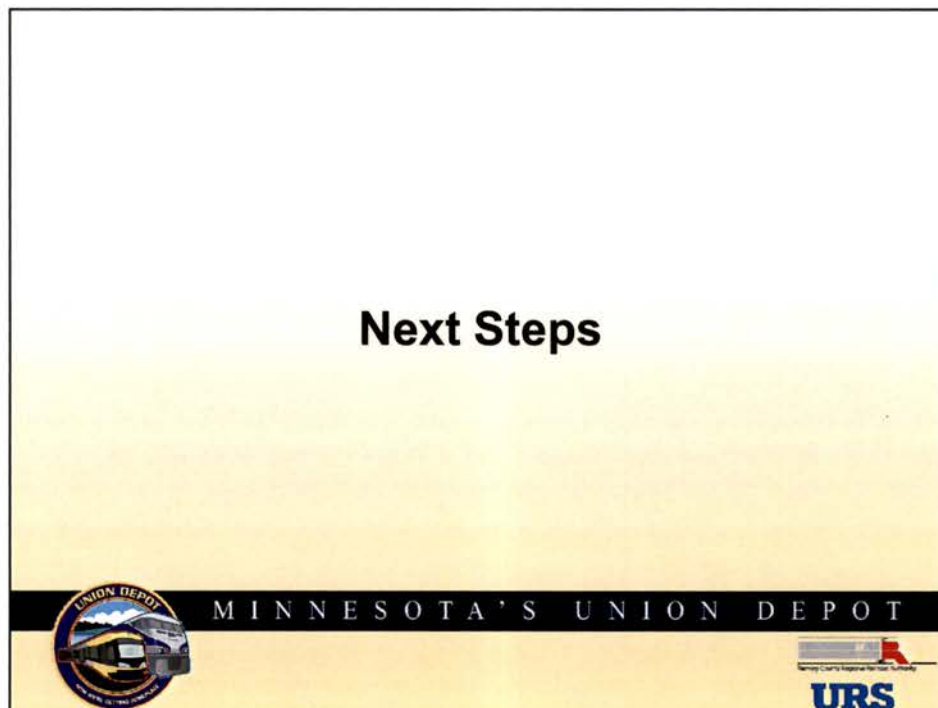
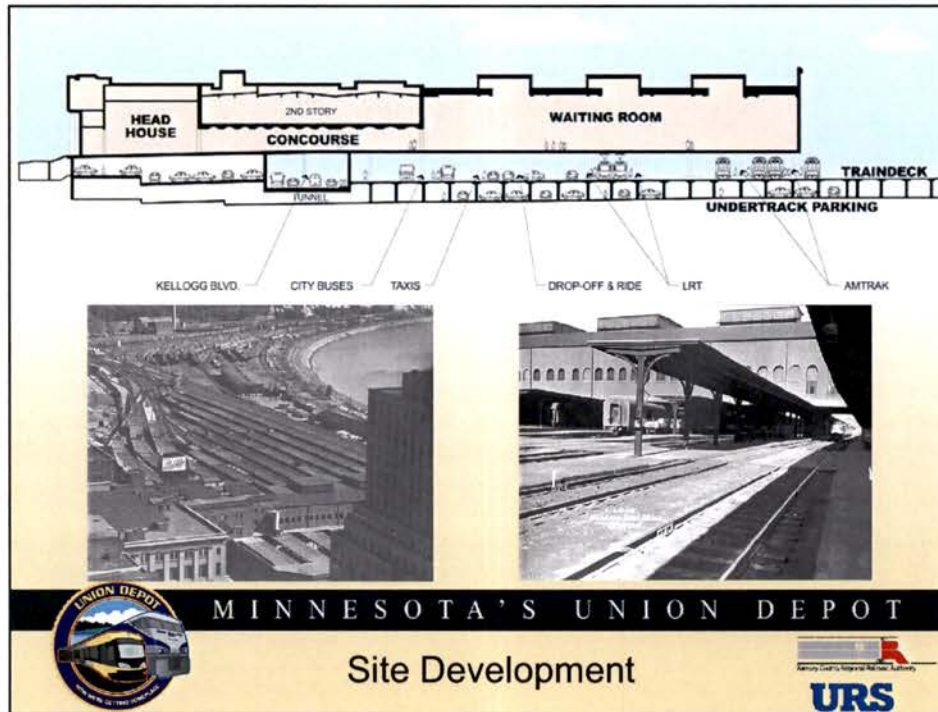




- No impact on air, energy, wetlands, floodplains
- Storm Water
 - Pervious pavement, bioretention or underground storage needed to retain and treat storm water
- Hazardous Materials
 - Construction may involve removal or disturbance of hazardous substances
 - Plans required to manage contaminated media during construction

Top Deck has 4 feet of fill which may have hydro carbon 2-4 feet of fill on deck material will have to be removed to get proper clearance for Amtrak Train.





- Review of Draft EA by MnDOT and FHWA
- Develop Programmatic Agreement with MnDOT CRU
- Coordination with historic preservation agencies (SHPO, HPC, MNRRA)
- Finalize EA
- Public and Agency Comment
- Public Meetings
- Finding of No Significant Impact (FONSI)



MINNESOTA'S UNION DEPOT

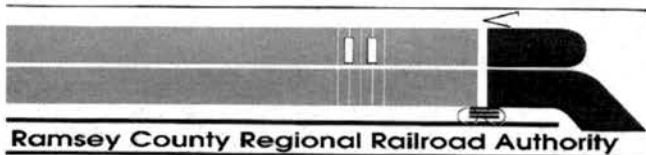
Next Steps



MINNESOTA'S UNION DEPOT

Questions???





2

REQUEST FOR ACTION

Type of Agenda: ☒ Policy ☐ Discussion
☐ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 02/19/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Presentation of Red Wing Inter-city Rail Passenger Service Study

EXECUTIVE SUMMARY

The Ramsey County Regional Railroad Authority directed staff to conduct a study to analyze intercity passenger rail service from the Northstar station in downtown Minneapolis to the Union Depot in downtown St. Paul on to Red Wing. LTK Engineering was hired to conduct the study.

Alicia Vap will conduct a presentation at the meeting.

ACTION REQUESTED

For information and discussion only.

1

SUBJECT: *Presentation of Red Wing Inter-city Rail Passenger Service Study*

ATTACHMENTS:

A complete copy of the Red Wing Inter-city Rail Passenger Service Study is available at Regional Rail.

PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: *Presentation of Red Wing Inter-city Rail Passenger Service Study*

Regional Railroad Authority – Authorized Signature	Date

Budgeting & Accounting – Authorized Signature	Date

County Attorney – Authorized Signature	Date

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

**Evaluation of Options for a
Twin Cities – Red Wing Inter-city Rail Passenger Service
Executive Summary**



Prepared by

LTK
LTK Engineering Services

in association with
SRF Consulting Group

for the

Ramsey County Regional Railroad Authority

January 21, 2008



Red Wing Inter-city Passenger Service

Executive Summary

LTK Engineering Services, with the support of SRF Consulting Group, Inc., has conducted this evaluation of options for an intercity rail passenger service operating between Saint Paul and Red Wing. In addition, LTK was asked to perform a further evaluation of issues and costs associated with an extension of such a service from Minnesota Union Depot to the Downtown Minneapolis Northstar Intermodal station in order to serve Downtown Minneapolis and potentially also connect with trains to and from Duluth. These are the main findings:

1. A service between the Twin Cities and Red Wing could be designed as an every-day service, including as an extension of the proposed Red Rock commuter rail service between the Twin Cities and Hastings. Alternatively it could be established, possibly as the first phase of a long-term program to for inter-city service, as a "weekend and holiday only" recreationally-oriented service, perhaps with two round trips per day complementing the existing daily Amtrak *Empire Builder* service. Trains would generally follow the current Amtrak route between the Twin Cities and Red Wing, with intermediate stops at Hastings and Treasure Island Resort and Casino.
2. Red Wing is a small city, and therefore the potential for generation of ridership is not high. Depending upon the service alternative selected, studies suggest that ridership would probably be in the range of fewer than 300 trips per day.
3. A commuter level of service between Saint Paul and Red Wing would first require the investment in capacity infrastructure on the Canadian Pacific Railway (CPR) calculated in the Red Rock study, now under way. The most significant, but by no means the sole cost element, would be the grade separated track approach to the east end of Minnesota Union Depot, and the related capacity improvements at Hoffman Avenue in the vicinity of Dayton's Bluff. Together, these would represent a cost of more than \$100 million. If the Red Rock project were already implemented, however, those costs would presumably already be covered. A "starter" level of service, such as the recreational service considered as a first increment in development of this line, might involve an investment in the \$22 – \$77 million range. This is subject to discussion with the CPR.
4. Between Saint Paul and Downtown Minneapolis, there are two principal alternative railroad alignments – the CPR/Minnesota Commercial alignment currently used by Amtrak, and the BNSF Railway's Midway Subdivision. These were evaluated in 2001 as part of the commuter rail alternative of the Central Corridor project. These railroad lines are congested with freight traffic; that is particularly true of the BNSF between Downtown Minneapolis, Minneapolis Junction and Saint Anthony Junction, which is just north of Midway Station. For a full commuter level of service, the 2001 study estimated a range of infrastructure costs of \$44 – \$68 million. A starter level of service might require

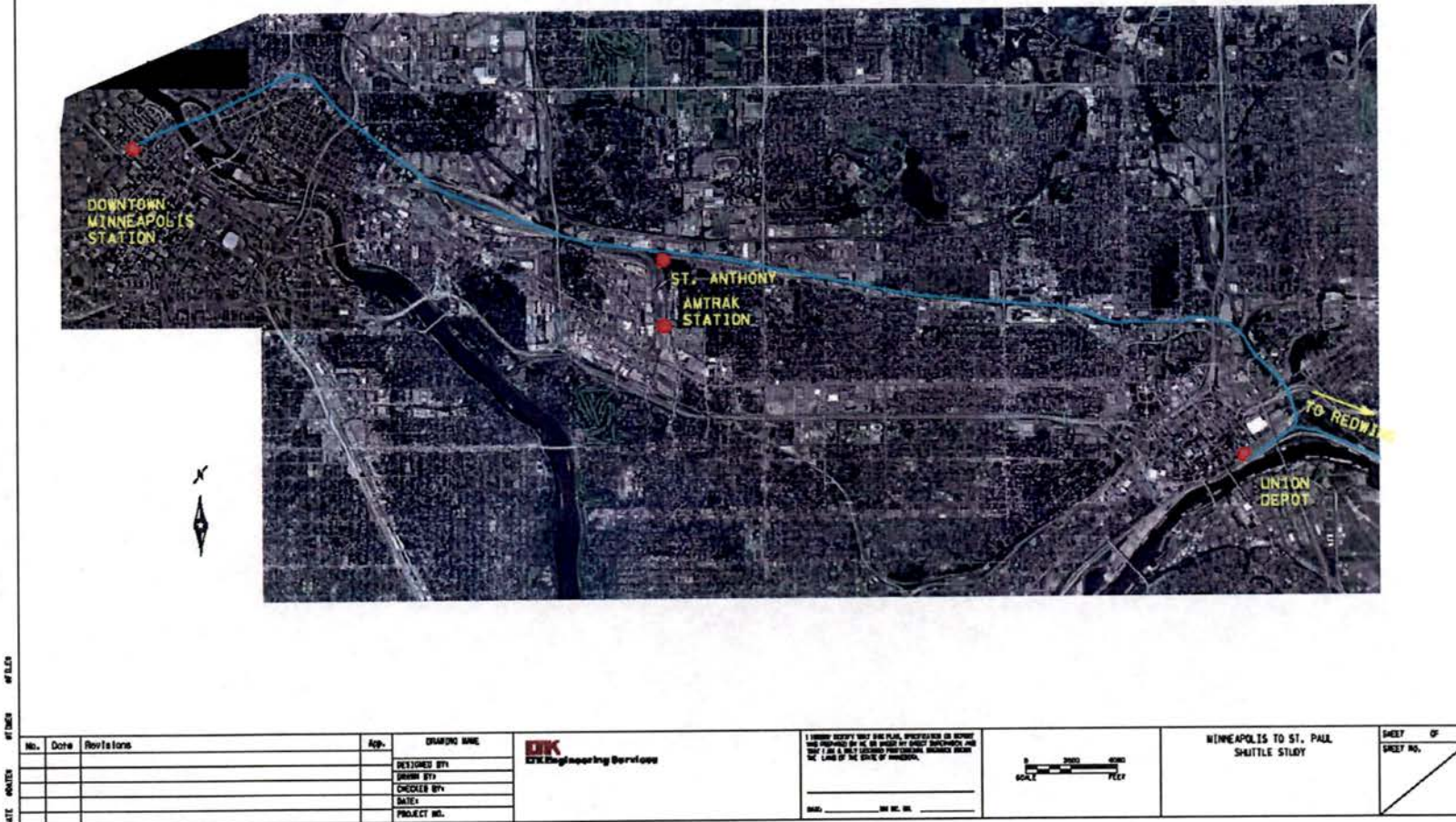


Red Wing Inter-city Passenger Service

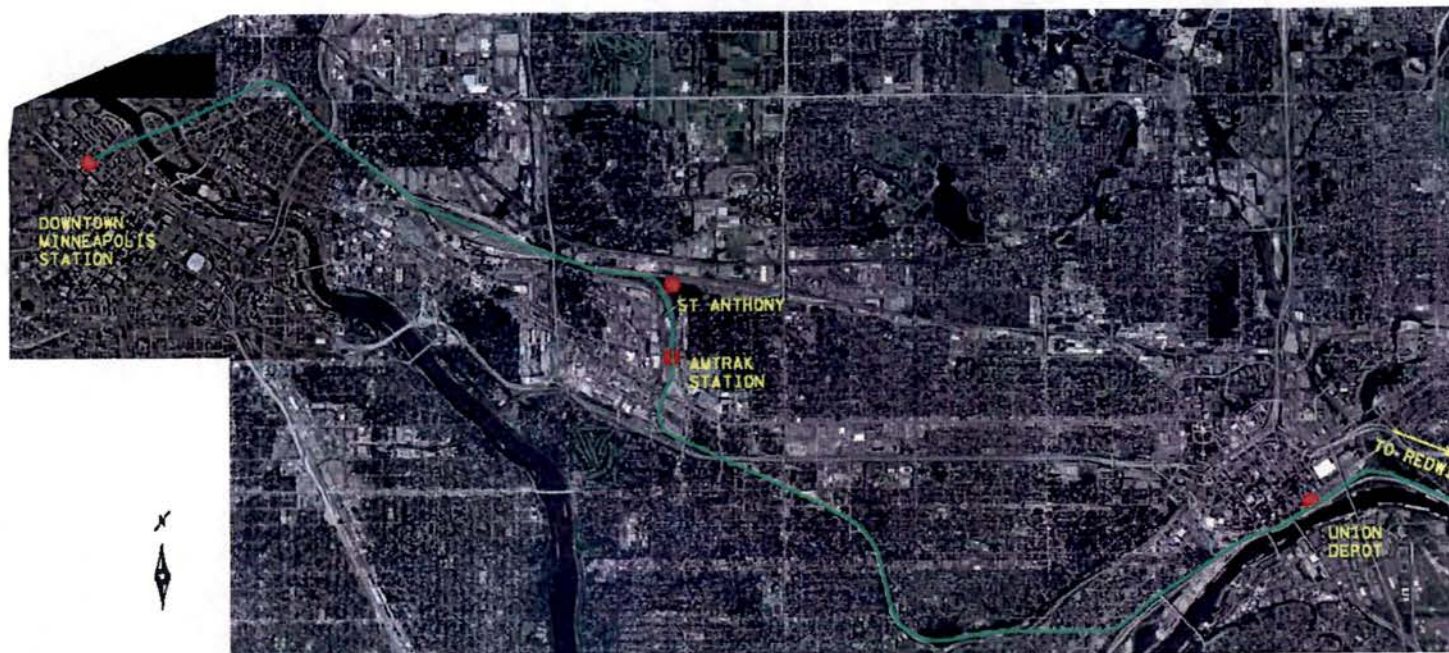
less in the way of capacity improvements, perhaps \$19 – \$29 million, again subject to discussions with the BNSF and CPR Railways.

5. Minnesota Union Depot will have sufficient space to accommodate a Red Wing service of any type, including, in all likelihood, a small maintenance and storage facility which could be located there to keep capital investment costs as low as possible.
6. If it were desired to accommodate Red Wing or Duluth passenger service on weekdays in Downtown Minneapolis, it would be necessary to modify the present design of the Minneapolis Intermodal Station. The Northstar weekday service concept will require midday storage of four commuter trainsets in the station, occupying all station tracks and platform faces. The site is very constrained. Any additional trains serving the station on weekdays will require the construction of more tracks and platforms, and vertical circulation to and from street level, or, alternatively, a remote storage yard for Northstar equipment. On weekends, with reduced commuter rail service and no midday storage of equipment Downtown, it should be possible to operate other passenger train routes to Downtown Minneapolis.
7. The lack of passenger train capacity in Downtown Minneapolis is an urgent transportation concern that requires study in the context of region-wide and statewide passenger rail development potential.
8. If it is desired to implement a passenger rail service to Red Wing, the following factors would appear to suggest the desirability of an incremental development strategy based on a weekend-holiday concept as a first step:
 - Ridership potential is not high
 - A limited recreationally-oriented service could be operated with a single, smaller trainset and a two-person crew, keeping operating costs low
 - There would be several different ways to develop subsequent increments in a development strategy
9. A modest, weekend-only recreational service offering two trips per day between Minnesota Union Depot and Red Wing might require an initial capital investment in the range of \$31 – \$106 million, with an annual operating cost of \$3.5 – \$4.2 million, minus fairly modest ticket revenue.
10. It is emphasized that the analysis is based on only very limited discussions with the operating railroads. No agreement by them with these conclusions is implied. If there is any interest in pursuing this service, discussions with the BNSF Railway and CPR should be undertaken as early as possible.

**MAP 1 - DOWNTOWN TO DOWNTOWN CONNECTION
USING BNSF, MIDWAY SUBDIVISION**



**MAP 2 - DOWNTOWN TO DOWNTOWN CONNECTION
USING BNSF, MINNESOTA COMMERCIAL AND CPR**



DATE: 04/05/08
BY: JLM
CHECKED BY: JLM
APPROVED BY: JLM

No.	Date	Revisions	App.	CHANGING NAME

LTK
Engineering Services

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

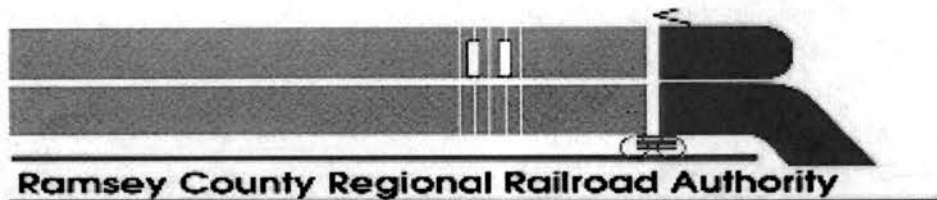
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MINNEAPOLIS TO ST. PAUL
SHUTTLE STUDY

SHEET 2 OF 2
SHEET NO.

**Evaluation of Options for a
Twin Cities – Red Wing Inter-city Rail Passenger Service**



Prepared by

LTK
LTK Engineering Services

**in association with
SRF Consulting Group**

for the

Ramsey County Regional Railroad Authority

January 21, 2008

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Appendix

Appendix A: Technical Memorandum: Red Wing-Twin Cities Ridership Potential

1.0 Introduction

The Ramsey County Regional Railroad Authority (RCRRA), in conjunction with other local and regional government entities, and community development representatives, is restoring historic Saint Paul Union Depot as the Minnesota Union Depot, a multi-modal transportation center, and gateway to the region and state. This facility will become a major multi-modal transportation hub for Saint Paul and East Metro, serving Downtown with bus, light rail, commuter rail, and inter-city rail passenger services, and providing a convenient location for transfers between intercity, regional and local transportation modes and carriers. The Minnesota Union Depot redevelopment will be staged in a manner to expand as the passenger service levels grow. In addition to terminal facilities for the Minneapolis-Saint Paul Central Corridor light rail service, the first phase of redevelopment will include railroad passenger platforms to serve Amtrak's Chicago-Twin Cities-Seattle/Portland *Empire Builder*, as a replacement for the current Midway Station. Subsequent phases will include additional platforms and rail infrastructure improvements to accommodate expanded inter-city service and new rail commuter routes.

Other routes now being evaluated include the "Red Rock" commuter corridor (Twin Cities-Newport-Hastings), and a "Twin Cities-Twin Ports" intercity service between Minneapolis/Saint Paul, Hinckley, Superior and Duluth. In addition to these, RCRRA has engaged LTK Engineering Services to provide an evaluation of a recreation-oriented rail passenger service between Minneapolis/Saint Paul and the City of Red Wing, Minnesota. SRF Consulting Group has also been engaged as part of this effort to provide some initial estimates of potential ridership that might be generated by such a service.

1.1 Red Wing

Red Wing, MN, is located approximately 42 miles southeast of Saint Paul on the Chicago – Twin Cities mainline of the Canadian Pacific Railway System (the former Milwaukee Road). Red Wing is a tourist and casino destination from the Twin Cities. In addition, several communities along the route have commuters going into the Twin Cities. Since an established rail corridor already exists between the destinations, the concept of establishing inter-city passenger service in an incremental way is attractive. This route already has Amtrak's *Empire Builder* train service once daily in each direction serving Saint Paul and Red Wing.

This route is also part of the proposed Midwest High Speed rail system between the Twin Cities, Wisconsin, and Chicago. Line capacity improvements associated with development of a local inter-city service could potentially support the eventual High Speed service. Historically, the line has always been maintained as a freight and passenger mainline and much of it has roadbed that once carried double track. The current track structure is capable of carrying passenger trains up to 79 mph. An inter-city service may have less start-up costs than a commuter line because fewer new stations may be established and the frequency of service may require less rail line capacity.

1.2 Treasure Island Resort and Casino

The Treasure Island Resort and Casino is located approximately 8 rail miles north of the City of Red Wing. It is owned and operated by the Prairie Island Dakota Community, and is one of 18 such casinos established in recent years in Minnesota. In the aggregate, Indian casinos are the 12th largest employer in the state, and the Prairie Island Community is the largest employer in Goodhue County. Treasure Island is one of the two casinos located in closest proximity to the population of the Twin Cities Metropolitan Area, about an hour driving time under normal conditions. The casino features its own Mississippi River marina for boaters, and a 250-room hotel.

Like most such establishments, Treasure Island generates significant traffic between the casino and the Twin Cities. Judging from website advertising, the casino presumably draws some clientele from a large area in the upper Midwest. Red Wing is too small to support a commercial airport of its own, and it may be safely assumed that virtually all air access to the casino is via Minneapolis-Saint Paul International Airport, and either driving or a bus trip. (Rochester does have air service, but it is largely via Minneapolis-Saint Paul, and would still involve driving or a bus shuttle trip to reach the casino.)

A bus service does exist between the Twin Cities and the Casino, and between Rochester and the Casino, but it is limited and requires advance reservations, which can only be made during business hours on weekdays. A significant trip market must exist between a metropolitan area of about 3 million people and the closest large gambling and resort venue, but presumably this demand is currently being met almost entirely by driving. A target market of any regular public transportation service, such as the passenger train options discussed in this report, would include city dwellers who either lack access to an automobile for recreational trips (or at all), and those who have access to a car but who would prefer not to drive, particularly during periods of poor weather and hazardous road conditions. These markets have been found to exist elsewhere; on the East Coast, for example, Atlantic City casinos are underwriting the cost of new equipment and train operations in order to tap this very market.

2.0 Service Objectives

2.1 Recreational Travel Market

The service considered in this report is clearly distinguishable from that evaluated in greater depth in the Red Rock Corridor Project. The focus of the Red Rock study is a regular, weekday peak-period commuter rail service between Hastings, Saint Paul and Minneapolis, targeted to work trips and employment sites in the Twin Cities urban core. Trains would run every thirty minutes during the peak, with service oriented to work trips being made to the Central Business Districts and adjacent areas in the morning, returning in the late afternoon and evening. There would be intermediate stations at Cottage Grove, Newport and Lower Afton Road so that the service would be accessible to a larger suburban population. Commuter rail service is by definition a form of public transit service:

“...a passenger railroad service that operates within metropolitan areas on trackage that usually is part of the general railroad system. The operations, primarily for commuters, are generally run as part of a regional system that is publicly owned or by a railroad company as part of its overall service.”
(Transportation Research Board, Urban Public Transportation Glossary, 1989)

By contrast, an intercity service is not designed for a specialized submarket of commuters, or characterized by service that is limited to peak periods with the goal of attracting work trips. The Red Wing service looked at in this report does have identifiable market niches, but they are not commuter oriented. Red Wing itself, 42 miles from Saint Paul, is a small city, population 16,000. While it would certainly warrant a station on a commuter rail line if it were characterized by a more significant commuting population, a quick analysis provided by the City of Red Wing Planning Department suggests the numbers are not significant. The Census Bureau's LEHD website indicates that only about 300 Red Wing residents commute to work in Downtown Saint Paul and Downtown Minneapolis and adjacent core areas; these people represent the prime market for commuter rail service (See Appendix A). For Red Wing to the entire Metro area, the count for residents living in Red Wing and commuting to work is larger, but most are employed in south suburban communities where market penetration by a commuter rail service would probably not be high.

Its picturesque riverside setting, beautifully preserved Victorian Downtown, famous footwear and pottery production, hotels and restaurants, taken together with its proximity to the Twin Cities metro area, give Red Wing a tourist-related traffic that is probably somewhat larger than the norm for a city of its size. Treasure Island Resort and Casino traffic, inherently recreational, reinforces this characteristic.

This report describes an analysis of a service intended to serve a niche market for recreational travel between a major metropolitan area and unique but not overwhelmingly

large nearby destination. The intent is to ascertain whether a service could be conceived which meets certain principal criteria:

- minimal capital cost
- minimal operating cost
- reasonable ridership
- appropriate fare revenue recovery, compared to operating cost

Minimizing the capital cost depends primarily upon defining a service with minimal freight railroad capacity usage and/or economical incremental increases in freight railroad capacity. A low-cost approach to acquiring equipment is also important.

Minimal operating cost depends partly upon the equipment selected for the service, but also upon a service and timetable concept that minimizes labor cost. Several approaches were considered, but the concept costed in this report as a "base" or "starter" level of service assumes two daily round trips, complementing the Amtrak *Empire Builder*, that could be operated by one two-person crew, and whose entire duty cycle would fall within the twelve-hour federal on-duty "hours of service" limitation for operating railroad personnel. By doing this, any need for more operating employees is avoided in the initial stage of operations.

"Starter" service could operate daily, or as a lower-cost option could be limited initially to weekends and holidays. Ridership depends upon the availability of an attractive service people would want to use being available at the time people would want to use it. More service would attract more ridership, of course, and provide every-day connections in Minneapolis with a Twin Cities-Duluth service, if that is established. However, more service also is more expensive to run. The attractiveness of the service, producing ridership and passenger revenue, will have to be balanced against operating costs in order to decide whether it is worthwhile to proceed with concept refinement and development of a financing and implementation plan.

2.2 Possible Routes

Route options for this service would be limited. Between Downtown Minneapolis and Saint Anthony Junction, trains would use the trackage of the BNSF Railway Company (formerly The Burlington Northern and Santa Fe Railway Company). From that point to the Minnesota Union Depot, trains could be routed along the line of the Amtrak *Empire Builder* via the Minnesota Commercial Railroad and Canadian Pacific Railway (CPR) Merriam Park Subdivision, or via the BNSF Midway Subdivision north of downtown. Farther north, the BNSF Saint Paul Subdivision might theoretically be used, but its connections to Downtown Minneapolis are more awkward, and it would not appear to offer any advantages over the Midway Subdivision. There was no further consideration given to the Saint Paul Subdivision as an alignment option.



Red Wing Inter-city Passenger Service

The only alignment considered in this evaluation between Saint Paul and Red Wing is the one used by Amtrak's *Empire Builder*, the Canadian Pacific's ex-Milwaukee Road, ex-SOO Line mainline between Saint Paul and Chicago. This is the only remaining railroad serving Red Wing. It is the line currently served by Amtrak.

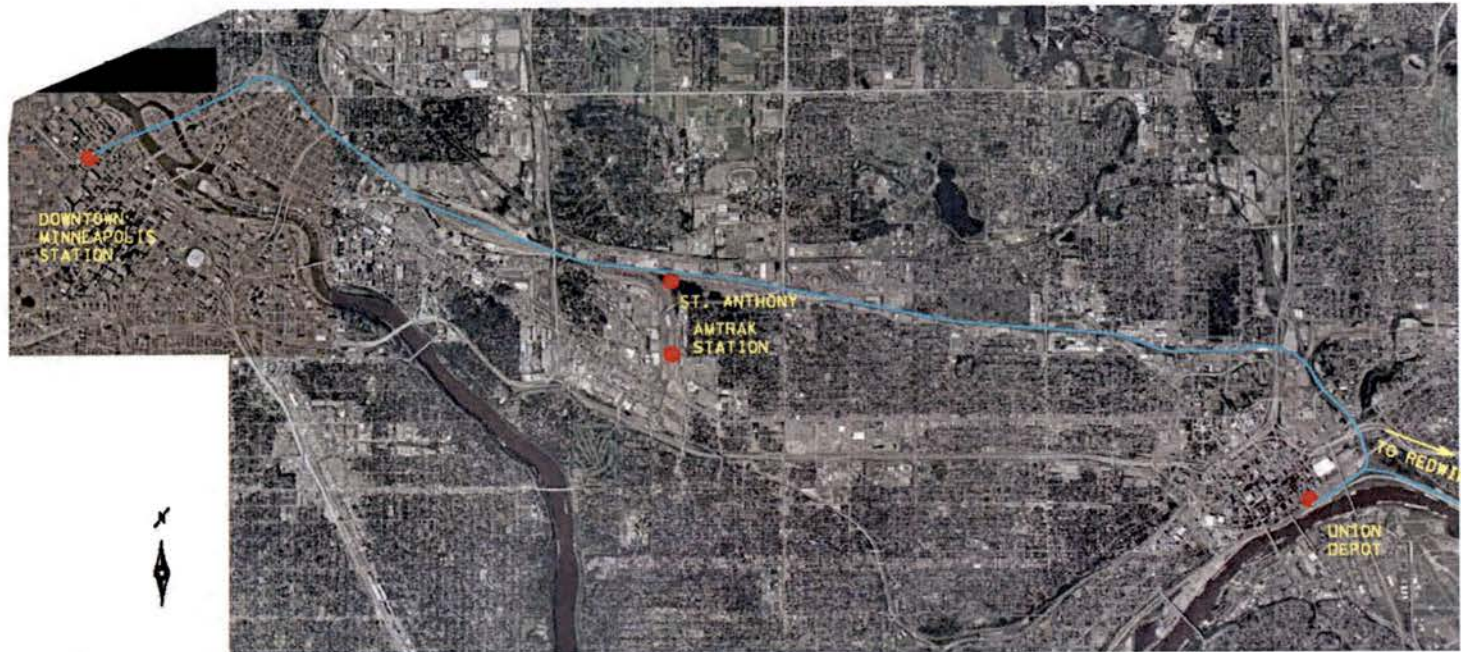
Some alternatives south of Saint Paul were briefly considered at a purely conceptual level, and discarded.

The BNSF Railway Company's mainline from Saint Paul to Chicago shares with CPR the tracks as far as Saint Croix Junction, and then follows the east bank of the Mississippi in Wisconsin to La Crosse. This important route once had intensive passenger operations, and service could conceivably be established over it to a station at, or in the vicinity of Bay City, across the river from Red Wing. However, this route would not directly serve either Red Wing or the Treasure Island Casino, and would have no advantages over the CPR relative to overcoming freight congestion problems at Hoffman Avenue in the Dayton's Bluff area. This idea was not considered further.

The Chicago Great Western Railroad once reached Red Wing via a route which used the Robert Street railroad bridge, and ran south through Inver Grove Heights and Dakota County through Randolph and Cannon Falls. Its depot is still in existence as a coffee house in Red Wing. Most of this line was abandoned decades ago, and much of it has either reverted to farmland or pasture land, or been converted into a bike trail. While if it were still in existence it might have value as a potential future commuter rail line, and eventually part of a possible route to Rochester, reconstruction would be a very large and expensive undertaking, not consistent with the underlying theme of this analysis. It was also not considered further.

The possible use of the Robert Street Bridge to bypass the Hoffman Avenue problem was briefly looked at. With this concept, the route would cross the bridge into the "West Side," then continue to the vicinity of the Union Pacific's South Saint Paul Yard. Here, there is a second bridge that connects back into the south end of the CPR Pigs Eye Yard, and the CPR/BNSF joint mainline. However, the alignment is quite roundabout, and the connections all lead back into the yards and mainline in the wrong direction. This could be overcome with sufficient capital investment, but it would be unlikely to represent a significant cost saving over a more direct, and ultimately a probably more broadly beneficial investment in capacity improvements at Hoffman Avenue. This alignment concept was also not pursued further. For the same reason, a variant of this idea, involving a reconstruction of the abandoned double-deck (railroad and highway) Mississippi River at Inver Grove Heights, with a connection back into the CPR near Newport was also not pursued.

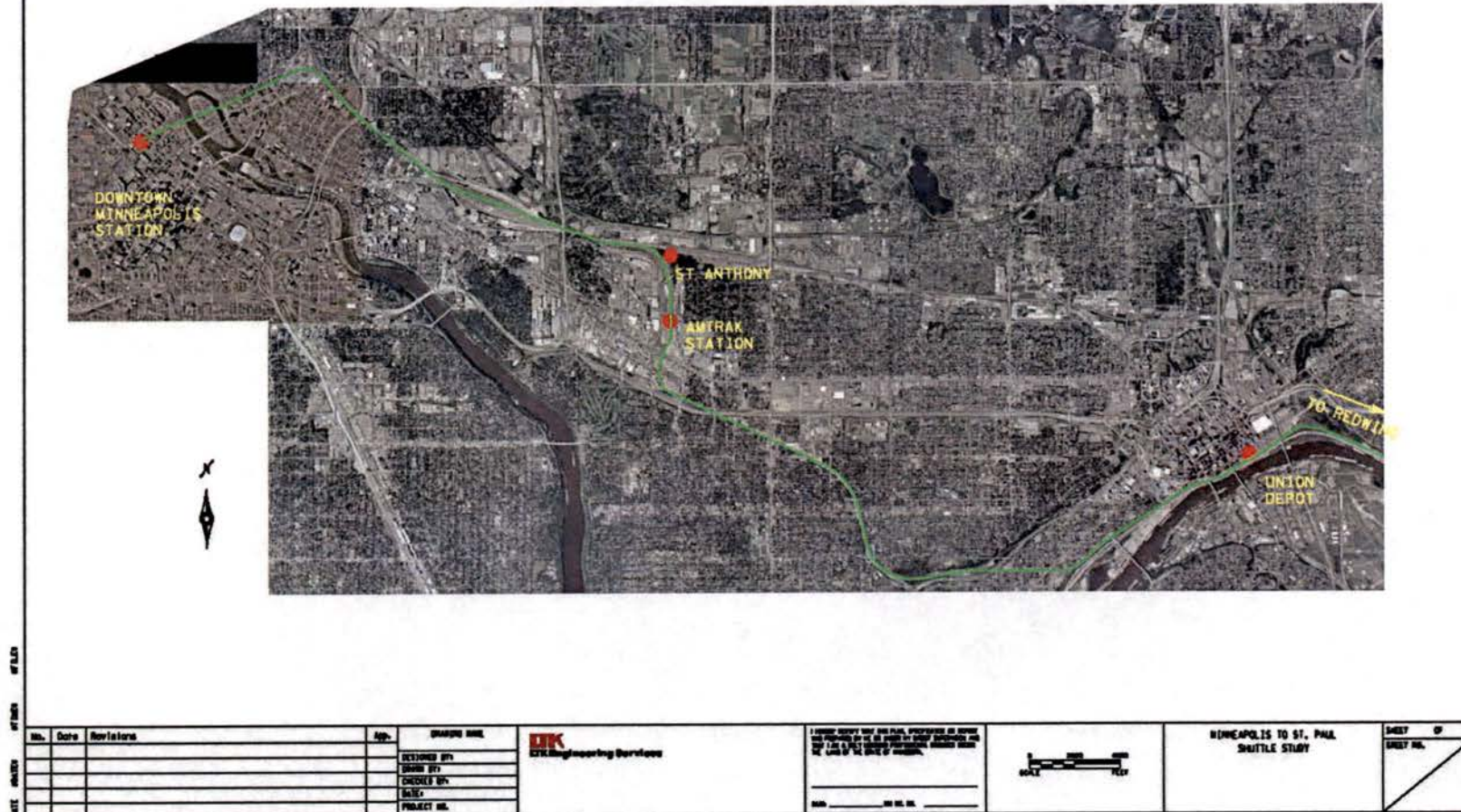
**MAP 1 - DOWNTOWN TO DOWNTOWN CONNECTION
USING BNSF, MIDWAY SUBDIVISION**



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**MAP 2 - DOWNTOWN TO DOWNTOWN CONNECTION
USING BNSF, MINNESOTA COMMERCIAL AND CPR**



3.0 Alignments, Stations and Terminals

To keep within a relatively small budget for service initiation, station considerations focused on sites with existing infrastructure expected by the beginning of this service. The following are stations projected to be operational with relatively little investments by the time of this service initiation:

- Minneapolis (if limited to weekend service)
- St. Paul
- Hastings
- Red Wing

The other station sites of interest for this service, but which needs station development is:

- Treasure Island Resort & Casino

This route utilizes the proposed Red Rock commuter line between Saint Paul and Hastings. Development of stations for this proposed intercity passenger service at sites without facilities that already exist (as at Hastings and Saint Paul) necessitates major capital investments both in station facilities and potential rail line capacity improvements. Therefore, stations for this service are not proposed at Cottage Grove, Newport or Lower Afton Road.

Station facility development investments include building of parking facilities, passenger platforms, and buildings/shelters. The Saint Paul – Hastings rail corridor handles heavy volumes of freight traffic over multiple tracks and with two routes between Newport and Hastings. Within this corridor are several major freight yards and customers, resulting in many occurrences of train movements at slow speeds due to working in this corridor. By avoiding station placement in this corridor, the host railroads will have full flexibility to route these trains on the most expedient path, minimizing capacity impacts this service brings.

3.1 Minneapolis – Northstar Intermodal Station

This station is the western end-of-the-line terminus utilizing the future newly built Northstar Intermodal Station near 5th Street and 5th Avenue North in downtown Minneapolis. This facility will have many desirable attributes:

- Easy automobile access through close proximity to I-394
- Ample parking facilities nearby (Target Center)

Red Wing Inter-city Passenger Service

- Adjoining Hiawatha Light Rail Line station
- Rail system connections directly towards Saint Paul

However, there are significant difficulties associated with running passenger trains between Minnesota Union Depot and Minneapolis.

The major limitation in using the Northstar Intermodal Station for other trains is the minimal size of the station's track capacity as currently designed. Given a Northstar service plan that calls for storage of the Northstar fleet of four trainsets in Downtown Minneapolis on weekdays, with station tracks occupied all day by stored equipment, the limited passenger infrastructure leaves no room for other trains. Additional rail services on weekdays will require the building of other tracks in the area, construction of a remote storage yard and connecting track for Northstar equipment, or scheduling that avoids Monday through Friday daytime hours. Another unknown is whether or not trains to and from Duluth will be operating at this station. On weekdays, a Duluth service will face the same problem as Red Wing trains – no available track or platform capacity during the day. On weekends, the commuter platforms would presumably be available for intercity trains, and accommodation of both Duluth and Red Wing trains should be possible.

The rail corridor in downtown Minneapolis is very constrained, making the addition of tracks a potentially costly project. Train handling capacity is limited. Passenger amenities at the station will be minimal since it is being designed only to serve daily commuters as they pass through making Northstar-Hiawatha connections. Hennepin County is planning to evaluate how to expand the potentially important Downtown Minneapolis station, and until capacity expansion and service issues are sorted out, it is unclear how either Red Wing or Duluth trains could reasonably enter Downtown Minneapolis.

3.2 Minneapolis to Saint Paul

A railroad connection between Saint Paul and Minneapolis will also pose some significant challenges. Extension of Red Wing service west from Saint Paul into Downtown Minneapolis would potentially open up a larger ridership base. In the past, several railroad companies ran numerous long distance trains that served both of the Twin Cities' Downtowns. With the demise of the private railroad operation of intercity passenger services in the 1960 – 1971 period, the railroad companies gradually cut back the rail network of the Twin Cities to a capacity consistent with the needs of freight traffic flows of the 1980s. This systemic contraction pulled out all but one railroad line in the Downtown Minneapolis area, leaving only limited routing options on the remaining rail network.

For a train to connect the Northstar Intermodal Station in Downtown Minneapolis to Minnesota Union Depot, only two feasible routes remain within the existing railroad network. One route uses the BNSF railroad the entire distance on heavily used freight routes through the Seventh Street interlocking east of Downtown Saint Paul, the other

Red Wing Inter-city Passenger Service

uses the current Amtrak-CPR *Empire Builder* route through Midway station. The all-BNSF route has similar freight railroad capacity issues as the corridor does between Saint Paul to the southeast, as well as the necessity to reverse train directions in the Minnesota Union Depot. The Amtrak-Midway Station route uses a moderately used CPR line to a short segment of Minnesota Commercial route where Midway station is located. But most of the Midway to Minneapolis segment is on the BNSF and is the same as the all-BNSF route.

The Amtrak-CPR route uses 1.8 miles of the Minnesota Commercial Railroad's line between Saint Anthony interlocking on the BNSF and Merriam Park Jct. on the Canadian Pacific. This trackage has a 10 mph speed restriction due to its layout through what has always been yard and industrial track areas. At each end of the segment are curves with geometries that not suitable for faster speeds without blazing a new route through nearby built-up urban areas. Until Amtrak switched the *Empire Builder* to this route in the 1970s, no passenger trains used this segment. Therefore, this segment, originally built for terminal freight functions, remains laid out for that function. This is most apparent at St. Anthony interlocking, as shown in Figure 1.



Figure 1: Saint Anthony Junction, between Saint Paul and Minneapolis, looking west, and showing the path currently followed by Amtrak.

Red Wing Inter-city Passenger Service

The eastbound *Empire Builder* diverts southward from the BNSF mainline at St. Anthony through a 10 mph turnout, then traverses a Minnesota Commercial Railroad yard lead operated with manually controlled switches to reach a through yard track leading to the station more than half a mile away. The current track layout leaves no room for improvements required, and would require significant reconstruction.

Besides St. Anthony, a Red Wing service extension to Minneapolis over the Amtrak route also traverses two other railroad junctions with sharp curves that require slow speeds: Merriam Park Jct. and Minneapolis Jct. Therefore, without significant capacity and speed improvements, passenger service extension between the two Twin Cities Downtowns is operationally difficult as well as slow. On top of that, at some point, the service needs to operate on heavily used freight segments where capacity is scarce.

In 2001, a commuter rail alternative was considered for the Central Corridor between Downtown Saint Paul and Downtown Minneapolis. Both the CPR-Amtrak and the BNSF Midway Subdivision alignments were considered. The alignments were evaluated, and operational simulations were made at that time to assess operability and facilitate the development of illustrative capital investment packages to make the alternatives "work". Both alignments were found to be generally feasible, subject to negotiation and agreement with the two railroads, and consideration of their freight operational objectives; it was estimated that they would require comparable levels of infrastructure investment. At the time of that study, estimates in 1998 dollars for infrastructure required between the two Downtowns, excluding station costs, ranged from \$50 million for the BNSF Midway Subdivision alignment, to \$44-68 million for the CPR-Amtrak alignment, the spread in the latter depending upon whether or not the steam line co-occupying the CPR right-of-way would have to be retained and relocated. (We understand retirement of the steam line is being considered.) This was for infrastructure that would be required for a frequent two-way service (30-minute headway in both directions) for extended 2 ½ hour peaks, plus some midday trains.

No further significant engineering in this segment has been performed as part of this study. However, based on familiarity with the alignments, and the assumption that a more targeted lower cost might be possible for a less intensive starter service (recognizing that more investment might be required in later phases) we have estimated a target cost range of \$19-29 million for this segment. (See further discussion of capital costs in Section 5.1.4, below). This might be achievable if the position of the BNSF is supportive, but, as noted elsewhere, there have been no discussions with the railroad, so the full nature of their possible demands for capacity investments in this segment under these circumstances is not known.

3.3 Minnesota Union Depot

Other issues aside, from the point of view of station capacity, Red Wing service initiation could occur upon completion of the early phases of the Minnesota Union Depot redevelopment. This includes the building of a platform and rail leads to service Amtrak's *Empire Builder*. Since the Red Wing service uses the same route as the *Empire*

Builder, no need exists for constructing additional track for connections. This site as several desirable attributes:

- Easy automobile access through close proximity to I-94
- Ample parking facilities
- Joint Central Corridor Light Rail Line station
- In-line rail system connectivity
- Main concourse accommodates passengers
- Sufficient station capacity

3.4 Hastings

Hastings has a depot building within walking distance of downtown and modest amounts of open space convertible to parking. CPR uses the building and the adjoining real estate to support their operations. Since passenger services currently do not use the depot, site enhancements are necessary as follows:

- Acquire interior space from the owner (presumably the CPR) and modernize with passenger amenities
- Build platforms on both main tracks for passenger boarding and egress
- Secure and construct appropriate parking spaces



Figure 2: Hasting Station, showing Mississippi River Bridge in background.

3.5 Treasure Island

At Treasure Island, a new station could be built specifically to serve the Treasure Island Resort & Casino. The tracks are within sight of the casino, but probably too distant to rely on a purely pedestrian connection. The logical location for a station would appear to be the grade crossing of the CPR mainline by Sturgeon Lake Road, the main highway access road for the casino.

The Treasure Island Resort & Casino complex sits approximately a half mile from the tracks, close enough for good accessibility by shuttle on the existing road. Property immediately adjoining the railroad right-of-way is undeveloped, permitting construction of access and shelters for passengers. No rail passenger station has occupied this site in recent history, necessitating the design and construction of an all new facility. Since the rail platform is close to the destination's main attraction, minimal accommodations are necessary, mostly platform and shelter considerations.

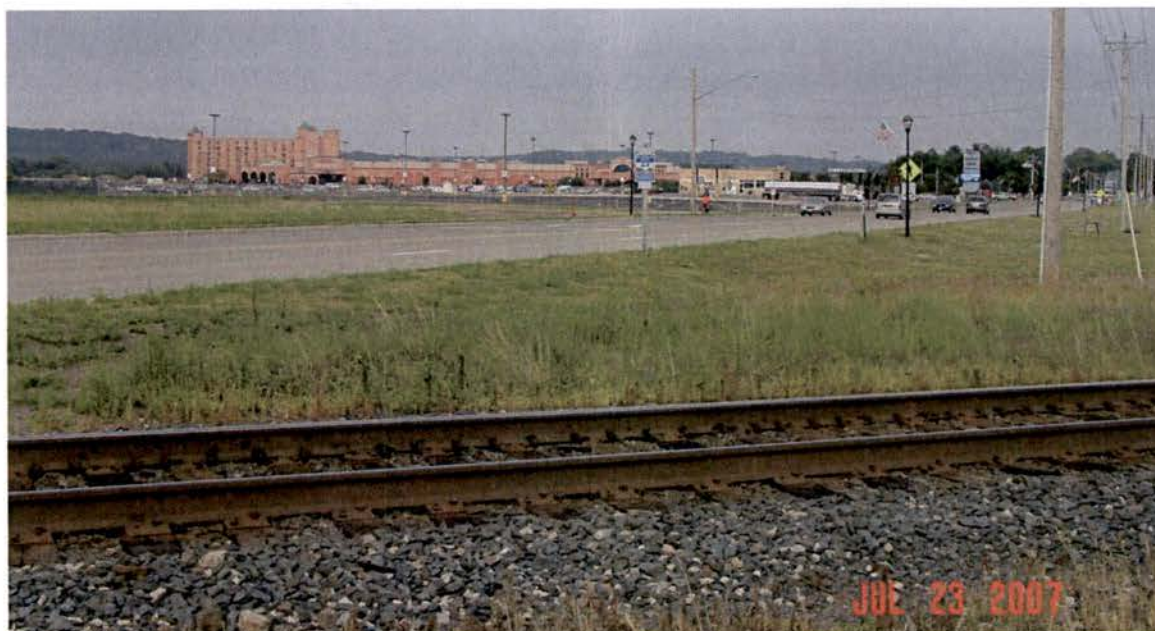


Figure 3: Potential Treasure Island Station Location - Sturgeon Lake Road grade crossing of Canadian Pacific mainline, Casino in background

The building of a new passenger platform along the CPR's mainline track would require the railroad's concurrence. An emerging USDOT requirement for platform height and set-back from the track to fulfill ADA requirements conflicts with freight railroad's clearance requirements. Several concepts exist to resolve freight train clearance requirements, including building a separate siding. Other issues with the CPR which would necessitate negotiations include: right-of-way occupancy, liability, maintaining drainage, preserving existing utility occupancies, stopped trains delay freight trains, and other unidentified items. In short, establishing station facilities for the Treasure Island Resort & Casino would require resolution of several engineering issues which could require significant expenses.

Treasure Island already operates a shuttle bus system, a service that could be expanded to link the Casino to the potential train station site.



Figure 4: Treasure Island Casino shuttle bus in operation

3.6 Red Wing

Red Wing has a preserved passenger station serving Amtrak's *Empire Builder* adjacent to the downtown area. The restored building houses Red Wing Visitors & Convention Bureau and the Red Wing Arts Association. Some of the floor space is dedicated as a waiting room for rail passengers and contains railroad motif decorations. The station is adjacent to Red Wing's downtown and historic district. Covered parking is nearby.



Figure 5: Red Wing's attractive Depot

4.0 Rolling Stock Options

Since the operations of the proposed service will be on mainline railroad track, rolling stock must comply with the safety and structural requirements of the Federal Railroad Administration (49 CFR Part 238), i.e., the usage of conventional "railroad" equipment. In addition, the service also will need to comply with other applicable regulations, such as the Americans with Disabilities Act (ADA), necessitating the equivalent of two wheelchair spaces per car (i.e., six spaces on a three-car train). Several candidate equipment options exist with the following characteristics:

- Alternative Equipment Concepts
 - o New – delivered directly from builder
 - o Secondhand – single prior owner (20-30 years old)
 - o Vintage – over 50 years old
- Motive Power Alternatives
 - o Diesel locomotive hauled trains
 - Push-pull
 - Pull only
 - o Self propelled diesel multiple units (DMUs)

Keep in mind that the pool of equipment required for Red Wing service, even allowing for spares to ensure reliability, will not be large. As conceptualized in this report, a "starter" service might require only one train set in operation at any one time. As an example, a service with a single train would call for perhaps two locomotives, two to four intermediate coaches, and two cab coaches, or four self-propelled diesel cars (one three-car train, plus one spare).

4.1 Equipment Types

The initial Red Wing service envisioned caters to special events, pleasure outings, and recreational purpose. Therefore, only one train set will operate between the Twin Cities and Red Wing, making two round trips three days a week. This service schedule is relatively light usage for passenger equipment, making it plausible that older and special interest equipment may be economical to use. With that in mind, equipment types can be assessed as new, secondhand, or heritage/vintage.

New equipment generally includes pieces delivered directly from the builder, although previously owned equipment less than five years old generally will have the technological characteristics of new. Expectations of new equipment include fully compatible with the current regulations, including FRA, ADA, and EPA. Also, no refurbishment is necessary upon delivery as well as expecting at least 15 years before a major overhaul program.

Secondhand equipment typically is at the end of the economic life of the original owner who has bought a replacement fleet. A typical age for this equipment is in the 20 to 30 years of age. For cars, the largest market of cars comes from commuter agencies, resulting in a variety of equipment. Locomotives typically in this market typically are rebuilt units, or will need rebuilding. Despite that this equipment is typically near an economic life for the original owner, a less intensive service application such as limited trips to Red Wing may prolong the economic life. Expect to refurbish the equipment and deal with various regulatory rules for compliance or waivers.

Tourist and museum operators typically use vintage equipment and it mostly will be at least 50 years old. Interest may exist to pursue vintage equipment to create novelty to the service as part of the overall marketing strategy catering to recreational travelers. A wide variety of equipment exists and with an active secondary market for small quantities, sufficient for a Red Wing start-up service. Most heritage equipment will need refurbishment, particularly for a regular service. Most also need upgrading to meet current regulations for operations on common carrier rail lines.

4.2 Self-Propelled Equipment

Two basic types of propulsion systems are suitable for this service: locomotive hauled trains and diesel multiple units (DMU). Other types of propulsion, particularly electrical, require infrastructure not currently in place in this area.

Also needed with this service is the ability for the train to reverse directions without the need for physically turning the train. DMUs typically have cabs on each end, permitting a train reversal. New and secondhand locomotive hauled commuter trains typically are set up to reverse directions by having a locomotive on one end of the train and a specially equipped car with a cab on the other end. Heritage equipment generally will predate the adoption of cab cars, so a train with quick reversal characteristics can be set up with locomotives on each end of the train.

4.3 Equipment Assumptions

This study uses a least cost approach for equipment acquisition. New equipment is much more expensive than second-hand and vintage equipment. New equipment requires less maintenance and repairs than older equipment, but the debt amortization may exceed this benefit. Since the proposed Red Wing service runs only on weekends and accumulates modest mileage, acquiring and maintaining older equipment is more economical than acquiring new equipment.

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Conceptually, the Red Wing service could use Northstar Commuter Rail equipment since the proposed Red Wing service does not coincide with Northstar service patterns. Usage of the equipment would save acquisition expenses as well as having to establish a storage and maintenance base facility. Logistically, for the Red Wing service to use the Northstar equipment on weekends, Northstar trains would have to move from their Big Lake facility back into the Twin Cities each weekend. This would require additional expense and operations coordination with the BNSF. It could also adversely impact planned equipment maintenance programs if weekends is the scheduled maintenance time. Because of the uncertainty of coordinating with Northstar, the cost estimates do not use this option. Additional analysis, including discussions with the Northstar Corridor Development Authority, would more fully assess this concept's feasibility. This concept may be more workable and useful in the event of a more significant commitment to a railroad connection between Downtown Minneapolis and Minnesota Union Depot.

The low cost equipment acquisition "starter" concept for this study is acquiring enough vintage equipment to assemble one train set for the service with spares to cover equipment unavailability due to maintenance and repairs. Vintage equipment in this report refers to streamline styled passenger locomotives built in the 1950s and streamline type passenger equipment built in the late 1940s through the 1950s. This class of equipment is associated with the heyday of rail passenger travel and generates nostalgic interest with potential riders. Also, since the Red Wing service envisions catering to recreational travelers, modest but necessary passenger amenities are doable with vintage equipment.

A significant amount of this equipment exists, some in duty on tourist and museum operations, and others privately held. A few railroad equipment dealers handle this type of equipment and a modest secondary market exists. This study assumes three locomotives and four cars are necessary, with the operating train having a locomotive on each end and three cars, leaving one locomotive and one car as a spare.

Initial acquisition costs of much of this equipment are very low, but, most equipment in this market needs refurbishing which results in the dominant set-up expense. Locomotives most likely will need a major overhaul for regular operations, for acceptance on the host railroad, and to comply with regulatory and safety requirements. Likewise, cars most likely will need refurbishment to create an attractive appeal and attain necessary mechanical integrity for regular service. Nevertheless, many limited operations successfully operate vintage equipment after overhauling it.

5.0 Operations and Related Issues

Several other issues must be addressed as part of developing and implementing a successful project.

5.1 Railroad Capacity

Railroad freight capacity is increasingly becoming a valuable intangible asset throughout the North American railroad industry. The U.S. railroad network has been contracting since about 1920, with substantial abandonments and network reductions occurring between 1960 and 1990. This overall rail network reduction freight onto fewer routes, and also reduced the number of tracks on many remaining routes. Since the mid 1980s, however, the number of freight trains has been growing, as indicated by Association of American Railroad train-mile statistics:

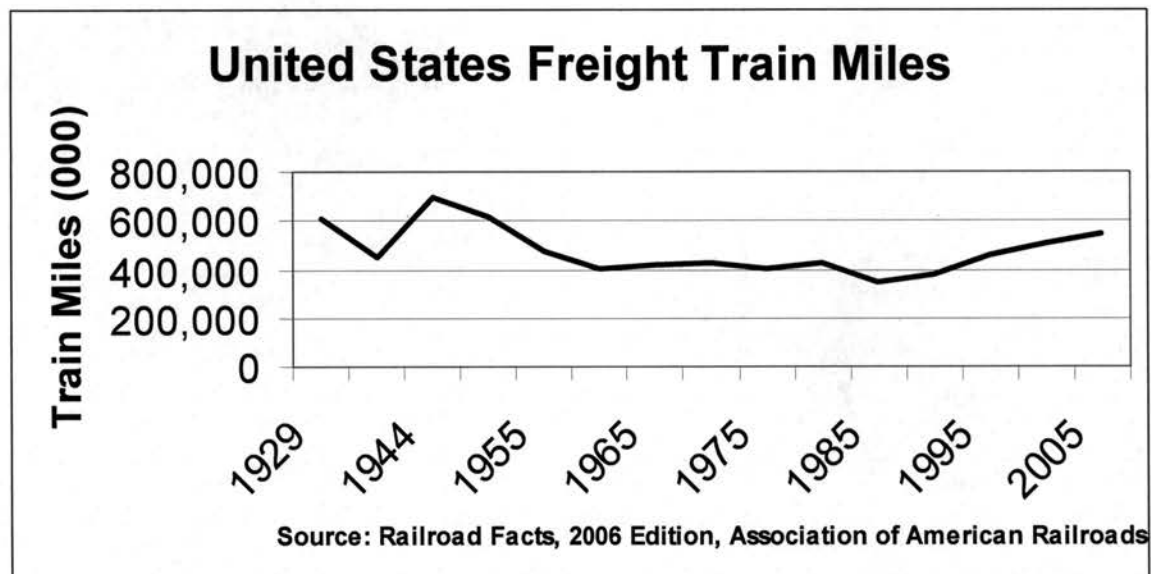


Figure 6: Freight train mile trends.

It seems virtually certain that railroad freight growth will continue with overall economic expansion. In 2003, the American Association of State Highway and Transportation Officers (AASHTO) published the *Freight Rail Bottom Line Report* predicting freight rail growth of 44% by 2020. Since the report's publication, the US Class 1 railroads experienced 9% growth in tons moved between 2003 and 2006.

The Twin Cities developed as a regional transportation center, stemming from proximity to regional agricultural and other resources to the navigable end of the Mississippi River. Because of the inherent freight traffic base, the Twin Cities quickly emerged as a major regional railroad hub during the heyday of railroad building between the Civil War and World War I. This prominence still exists today, with major rail traffic flows of the upper Midwest coming through the Twin Cities. The vast majority of this rail freight

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volume passes through a railroad traffic funnel in the Dayton's Bluff area of Saint Paul, located on the Saint Paul to Red Wing route. The estimated number of daily freight moves through this area is 60 – 70, roughly one train every 20 minutes.

At Dayton's Bluff there is an important track junction, Hoffman Avenue interlocking. (An "interlocking" is "...an arrangement of switch, lock and signal devices, interconnected in such a way that their movements must succeed each other in a predetermined order, thereby preventing opposing or conflicting train movements." Urban Public Transportation Glossary, Transportation Research Board). At Hoffman Avenue, trains can cross over among multiple tracks, depending on their origin and destination. Trains are restricted to a maximum of 25 mph through the interlocking, unless they are changing tracks, in which case maximum permitted speed is reduced to 10 mph. The majority of freight trains exceed 5,000 feet in length, so that it generally takes several minutes for a train to pass through Hoffman Avenue. With so many trains trying to make their way through this area, there is a lot of congestion, and trains often have to stop to wait for another train to clear the interlocking switches and signals. With this train frequency and time requirements to go through the area, at least one train is usually within sight of Hoffman Avenue.



Figure 7: Typical Scene – Two Freights Passing at Hoffman Avenue Interlocking

Hoffman Avenue interlocking is a major rail freight operations bottleneck. Despite multiple tracks going through it, its overall layout, designed during the period of contracting expectations, is obsolete, and it will increasingly become more of a constraint to the free flow of trains as growth continues. During the LOCATE Committee meetings held during 2002-2003 to consider the establishment of a multimodal terminal at Union Depot, the freight railroads emphasized the need to increase throughput capacity of Hoffman Avenue as a precursor to establishing significant volumes of passenger trains.

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Long term rail passenger services envisioned to use this corridor include Midwest High Speed Rail to Chicago, as well as Red Rock commuter trains. These types of services have very tight schedules that require a high degree of reliability, predictability, and unimpeded paths on the rail corridor. Both of the services, once fully developed, will have numerous trains per day. Although these trains are much shorter and faster than freight trains, for reliable operations, commuter trains require track space and a track time commitment that extend for several miles and minutes beyond their specific schedule.

A typical commuter service reliability measure is: a train is late if arrival is more than five to six minutes past schedule. On the other hand, freight railroads measure reliability in hours, with premium services gauged on arriving within three to four hours of schedule. Part of this variability stems from a process to get a train into and out of a yard. With freight train lengths exceeding 5,000 feet, a train departing a yard needs to have an inspection and brake test, and then it typically pulls through a series of very slow speed switches. In busier yards, it may need to stop as crews wait for a conflicting move or line switches. In short, moving a long freight train out of a yard and getting it up to speed on a mainline is a time consuming process. Hoffman Avenue is the entrance to rail freight yards of the CPR and Union Pacific (UP). The below figure is a schematic of the rail lines running through Hoffman Avenue interlocking, as well as important adjacent interlockings.

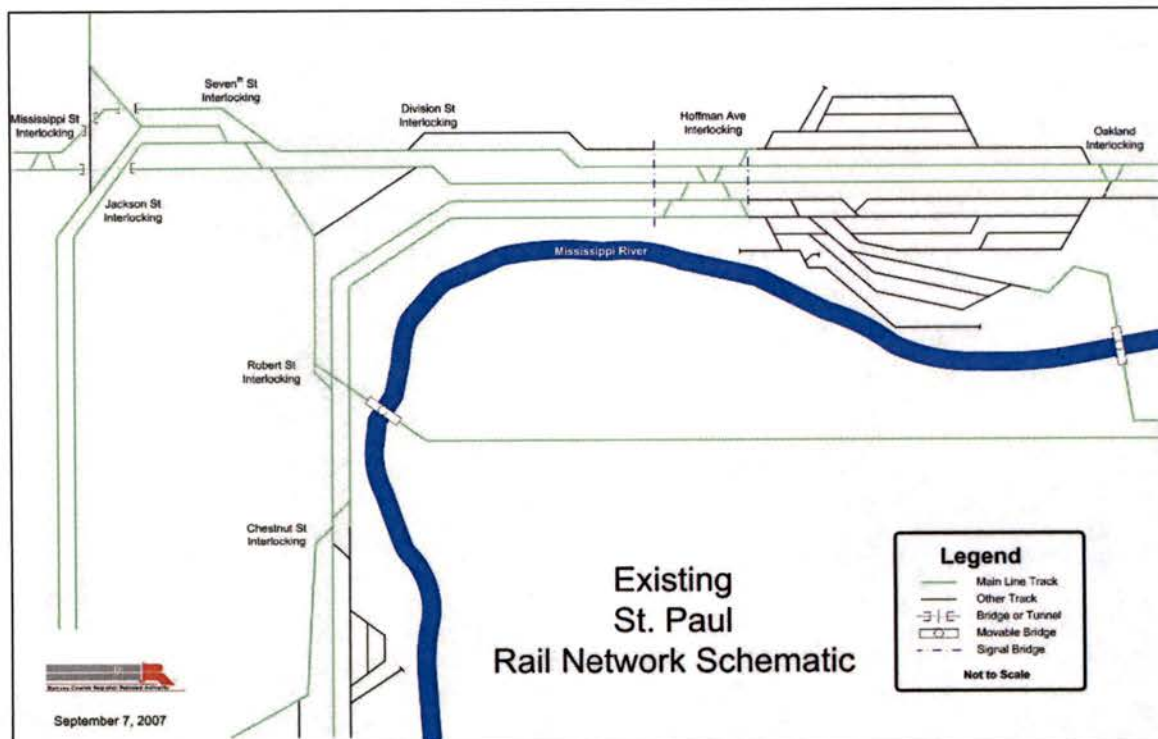


Figure 8: Track schematic for the existing Hoffman Avenue interlocking and adjacent area.

Red Wing Inter-city Passenger Service

These factors weigh heavily in proposing the introduction of new passenger services on this corridor. An intensive passenger service with high reliability requirements, such as the Red Rock commuter rail service, necessitates substantial capacity improvements, conceptually identified as additional tracks and a rail line grade separation between Minnesota Union Depot and Hoffman Avenue.

However, an incremental program of service implementation and capacity improvements might be acceptable to the railroads. Development of a more limited passenger service on this corridor might be possible if its impact on overall corridor capacity is small and can be managed effectively, and if it were a part of a program of capacity improvements that would benefit freight operations. An initial weekend-only service with a running time schedule that has a modest built-in allowance for delays might minimize capacity impacts to an acceptable level for the freight carriers; the carriers may request guarantees for subsequent capacity improvements if train service increases. Discussions with the owning freight carriers are necessary to gauge the corridor capacity to assess if even a relatively small incremental capacity consumption of a limited passenger service would be acceptable. To date, discussions of that level have not been held.

Even though railroads singled out Hoffman Avenue as the constraining bottleneck, developing more corridor capacity involves analysis of the broader area and long term railroad usage growth. For example, to handle an incremental passenger service through Hoffman Avenue, an immediate solution could conceivably include upgrading existing turnouts for higher speeds and permitting parallel train moves by adding more turnouts.

However, in the long term, adding through running tracks for passenger trains will probably be required, as well as a grade separated lead into Minnesota Union Depot. Funding the grade separation and reconfiguring the track in the corridor will require a significant capital investment. Allocating the entire cost of these capacity requirements to the first new passenger service introduced in this corridor may inflict so large a financial burden on the proposed service that it may not be economically viable. On the other hand, if a long term capacity expansion strategy develops a phased long-range capital investment strategy, the economic burden of any one project may be palatable.

For example, the majority of trains through Hoffman Avenue, particularly BNSF and some CPR freights, have no inherent need to stop because they are through trains. Some of the trains go into the adjoining yards, potentially creating conflicting moves, making other trains stop to wait for the conflict to clear. While a minority number of trains enter/exit the yard, the overall number is significant since these yards are vital to the CPR and UP Twin Cities operations.

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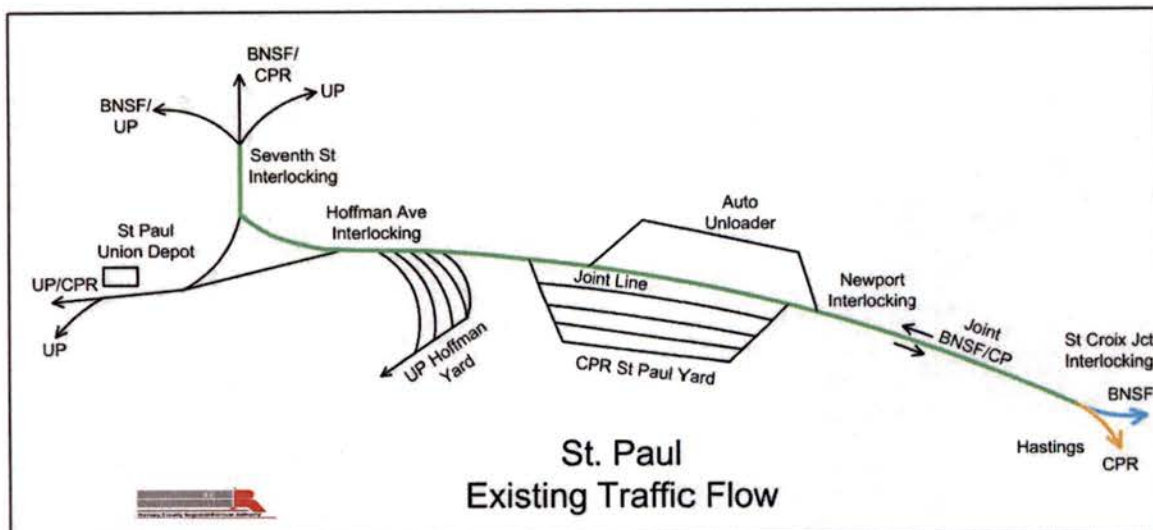


Figure 9: Current train paths between Saint Paul and Hastings.

Conceptually, when looking at the rail corridor from Hastings to the east side of downtown Saint Paul, if through trains used the land side tracks, and trains for the yards used the river-side tracks, conflicting train moves could be minimized. With freight conflicts minimized through this arrangement, a passenger route in the corridor could run in the middle from Hoffman Avenue east to Newport and potentially to Saint Croix Jct., across the river from Hastings. The conceptual grade separation contemplated east of Union Depot may take a different configuration than initially contemplated, but is necessary nonetheless. Under this concept, the Seventh Street interlocking, just to the east of downtown Saint Paul becomes the primary freight train route diverging point.

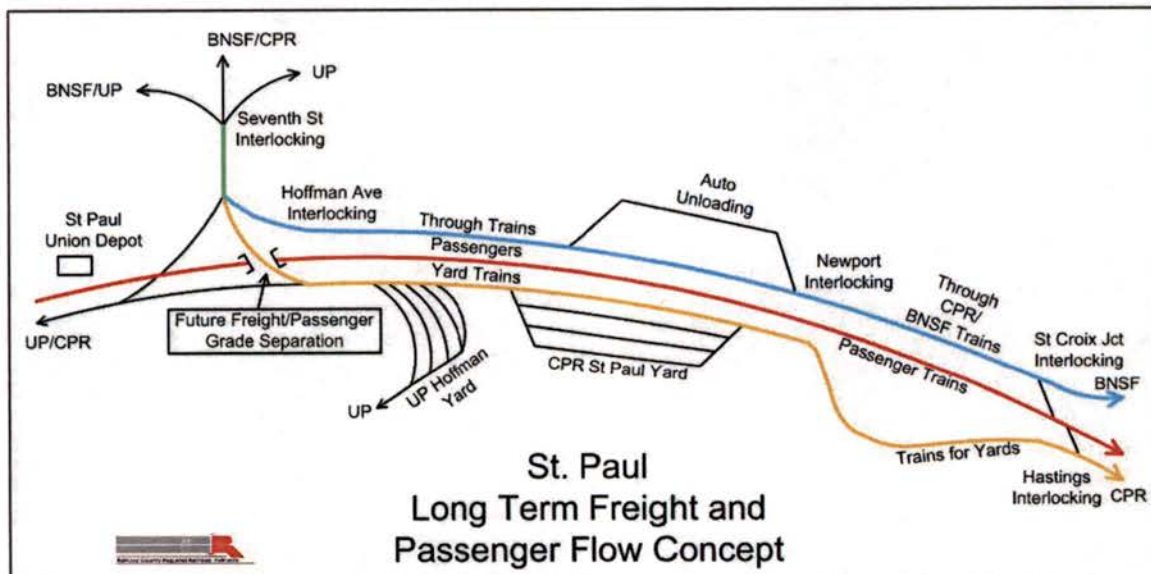


Figure 10: Potential long term train paths between Saint Paul and Hastings.

Figure 11 illustrates an incremental capacity improvement that can be part of a longer term plan of additional capacity. This plan adds a track between the Seventh Street and

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Oakland interlockings, and reconfigures Seventh Street for a long term plan; the Hoffman Avenue interlocking itself is left unchanged with this concept, although there is an additional sixth track present next to the bluff. This concept provides double track for through trains between Seventh Street and Oakland, and the third main for yarding trains and the lead to Saint Paul Union Depot.

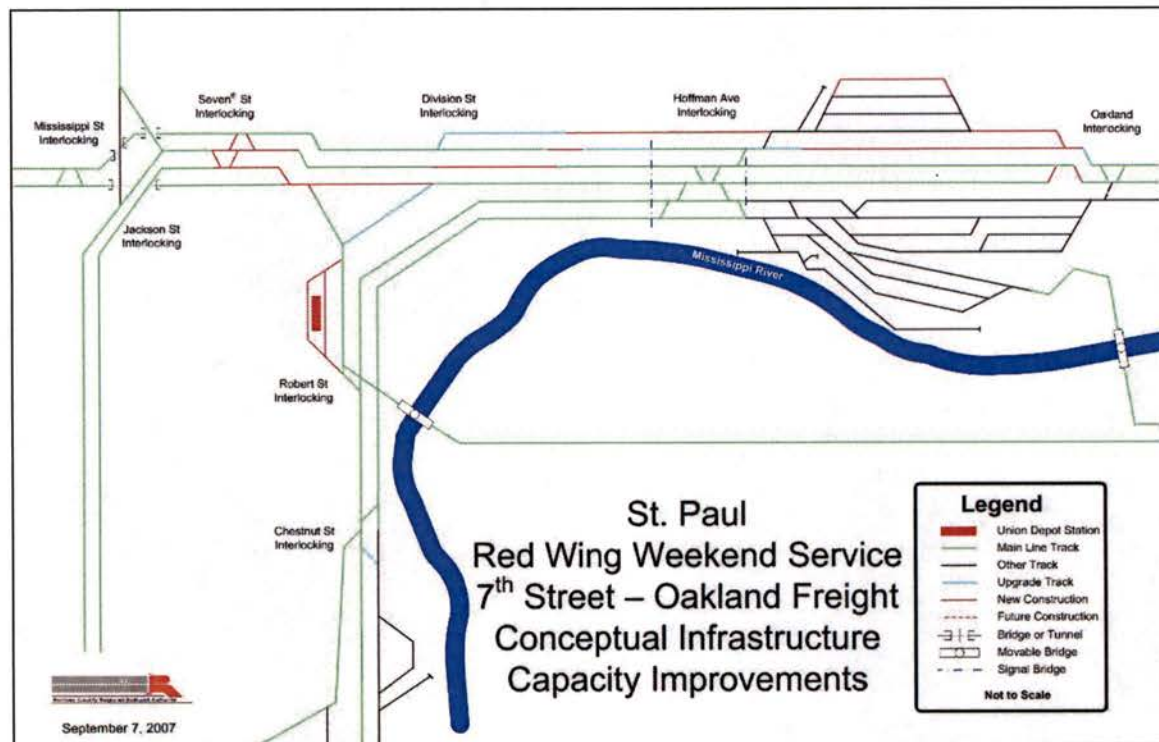


Figure 11: Conceptual Hoffman Avenue early phase capacity improvement.

The point of the above discussion is that long term corridor capacity improvements may involve de-emphasizing train route diversions where trains slowly crossing over from one track to another at Hoffman Avenue through improving arrangements at other nearby interlockings along with adding tracks. A long term plan potentially permits the phasing of capacity improvements in affordable increments.

The above illustrations show one potential concept; other concepts doubtless exist. Further detailed analysis and full dialogue with the freight carriers are necessary to develop long term capacity expansion to handle desired additional passenger train frequencies. Without this dialogue, the freight railroad acceptance of additional demands of capacity is unknown. Now that the railroad industry has seen 20 years of train growth, the carriers increasingly protect excess and easily constructed capacity, reserving it for their future freight traffic.

5.2 Current Amtrak Running Time

Amtrak currently runs most of this route with one daily pair of trains, the *Empire Builder*, with the following schedule:

Table 1: Amtrak's Empire Builder Schedule

Train #7		Train #8
Westbound (from Chicago)		Eastbound (to Chicago)
Read Down	Station	Read Up
7:50 PM	Winona	10:11 AM
8:52 PM	Red Wing	8:54 AM
10:31 PM Ar	St. Paul – Minneapolis (Midway Station)	Dp 7:50 AM
Source: Amtrak public timetable effective April 2, 2007.		

This schedule demonstrates that a running time of about an hour (eastbound) is the minimum amount of time between Saint Paul and Red Wing. Amtrak's westbound time includes an allowance to provide schedule make-up time for miscellaneous unscheduled delays west of Chicago.

5.3 Illustrative Red Wing Schedule

Table 2: Sample Red Wing Starter Service Schedule

Read Down						Read Up	
			Miles	Station			
9:40 am	1:40 pm	Dp	0	Saint Paul	Ar	12:10 pm	6:10 pm
10:25 am	2:25 pm	Dp	19	Hastings	Ar	11:25 am	5:25 pm
10:40 am	2:40 pm	Ar	32	Treasure Island	Dp	11:10 am	5:10 pm
10:50 am	2:50 pm	Ar	40	Red Wing	Dp	11:00 am	5:00 pm

This timetable is an example of a lowest-cost first increment of service that might be established between Minnesota Union Depot and Red Wing, with stops at Hastings and Treasure Island. A running time of one hour and ten minutes is assumed, which is more than generally required by the Empire Builder, which makes no intermediate stops. This is an average scheduled speed of about 40 mph, which seems reasonably conservative for initial study purposes. This service could be operated with a single trainset based in Saint Paul, and would fit within the federal 12-hour service day limitation for a single train crew. With a two-person crew, this arrangement would probably represent the minimum attainable labor cost for a "starter" service to Red Wing.

If an initial increment of service on weekends only were acceptable, then two trips could be made each way on Saturdays and Sundays, leaving Saint Paul at 9:40 AM and 1:40 PM, and returning from Red Wing at 11:00 AM and 5:00 PM. This service would appear to nicely complement Amtrak's *Empire Builder*, which would provide an earlier departure from Saint Paul, and a later trip to Saint Paul from Red Wing. Overall, this would make day trips, short round-trip excursions, and weekend overnight excursions from the Twin Cities to Treasure Island and Red Wing possible. The effect of the overall

service level might be enhanced if it were possible to enter into some kind of joint excursion ticketing with Amtrak, perhaps if limited to available seating in the extra Chicago-Twin Cities "local" coach, currently added to the train during the summer, but perhaps speculatively a negotiable feature of the train all year,

5.4 Railroad Access

As with all proposals to operate passenger trains on a freight railroad, the agreement and cooperation of the owning railroad is paramount. An evaluation of the traffic patterns in the region shows that the Canadian Pacific line is a moderately to heavily used freight artery, and is the CPR's mainline access to the Chicago hub from Western Canada and the Western US. It is private property and its use for public purposes must be proposed and negotiated with the company. Similarly, operation through to Minneapolis would involve congested lines of the BNSF Railway, as discussed above.

The study team has conducted highly preliminary and informal discussions with the CPR concerning a weekend-only Red Wing service. The Railway's initial response is that this service goes through a capacity constrained corridor that is essential to the company's business, and that therefore accommodation of passenger service will require capacity mitigation.

Further analysis and discussions with the CPR will be necessary to determine whether a suitable plan could be devised that might be less capital intensive than that outlined in the Red Rock commuter rail study. Less mitigation than Red Rock may work since the Red Wing service is less frequent and potentially looser schedule. However, even if capacity exists now, the freight railroads will be protective of it for their future freight growth. Railroads are also protective of permitting inexpensive capacity improvements for non-freight purposes, leaving them expensive improvements in the future for their expansion. In addition, the CPR recognizes that the establishment of a first increment of service is just that – a first increment, and that if it is successful, there will be a desire to run more trains and run them on weekdays as well as weekends. Consequently, the CPR will regard a first increment of service as setting in motion a process that could affect the long-term viability of their core business, and accordingly they would insist upon having capacity issues addressed as part of any agreement to allow a Red Wing service to operate on their tracks. While discussions have not been held with the BNSF Railway over the use of their lines to extend a Red Wing service to Minneapolis, it is safe to assume that they will take a similar position.

5.5 Storing and Servicing Equipment

St. Paul is the projected base of the Red Wing service. As part of the overall station complex, RCRRA might be able to provide a track and other space to a perspective operator to store and service the equipment in the Union Depot area. If feasible, this could save the operator the cost of establishing a maintenance and storage area elsewhere and having to ferry the equipment to Union Depot for the scheduled runs. Depending on

the equipment type, it could also serve as a draw to the depot as a static display or serve as special events accommodations.

In the early phases of the Minnesota Union Depot build out, an open area east of the platform area can hold a storage track and a supply shelter. A track approximately 700 feet long can hold all of the rolling stock. A portable type building can house necessary supplies and serve as a crew facility. This will also serve for daily inspection, light running repairs, and necessary train pre-trip preparation. While the exact alignment of the Union Depot terminus of the Central Light Rail Line is still under study, and this is also a possible location for a light maintenance or storage facility for light rail, we believe there could be enough room on the Depot track level to accommodate both these functions.

The Twin Cities area has several railroad repair facilities serving the freight carriers, with the carriers owning most of them. With this in mind, the Red Wing service operator can likely find a provider of equipment maintenance and inspection services. By outsourcing moderate and heavy maintenance, as well as mandated periodic FRA inspections, a shop facility is not necessary.

5.6 Sponsorship Opportunities

The Red Wing service as envisioned in this report targets the recreational traveler with a relatively low cost structure for a rail service. Rail services can be relatively expensive when compared to other transportation alternatives due to costly equipment, fully burdened infrastructure costs, and a stringent operating environment. Despite these apparent disadvantages, urban policy makers increasingly view rail as an economical transportation offering in some situations, particularly in urban areas where highway expansion is problematical, rail alternatives often are a low cost solution.

The RCRRA chose to redevelop Minnesota Union Depot as a multi-modal facility with a prominent rail interface because rail long-term will play a vital role in maintaining mobility to the city center. The development of a vibrant system of passenger rail routes into Saint Paul is many years into the future, but development of an economical inter-city route with a low initial investment could spark interest in rail while increasing utilization of the Union Depot facility.

Rail service initiation often encounters controversial debates on who will pay for the operations. Relatively few rail passenger services throughout the world fully recover operating expenses through fares collected. Passenger rail services are growing in many regions as society accepts that rail has less harmful externalities than other modes, even if the other modes fare recovery pays for operations. A Red Wing service requires financial backing and possibly subsidies, necessitating the project needing a sponsor.

Rail passenger sponsors generally are public sector entities, although private sector sponsorship occurs in niche situations. Public sector rail passenger sponsors in the USA include:

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- Federal government (Amtrak, Federal Transit Authority)
- State government (Illinois, Michigan, California, New York, and others)
- Regional multi-jurisdictional bodies (Northstar, Chicago's Metra, and many others)
- Municipal or local bodies (Minneapolis Hiawatha, and many others)

Public sector sponsored trains typically attempt to serve broad markets covering a variety of reasons, particularly economical (to the user) mobility, congestion relief, and reduced emissions. Measurement of financial effectiveness, or conversely the amount of subsidy, is the fare-box recovery ratio, with a majority of agencies targeting 40-50%, although several are significantly less.

In the private sector, a few passenger service examples exist:

- Denver Ski Train
- Reno Fun Train
- Grand Canyon Line
- Numerous museum, tourist, and charter entities

Private operators recover their costs of operations and equipment. Their contribution to the underlying infrastructure cost varies based on the circumstance – the Denver Ski Train and Reno Fun Train use Union Pacific Railroad tracks; Grand Canyon solely owns and maintains its line. Each of these services offers various classes of service and provides many amenities onboard. These examples contain train services that support a broader recreational experience. Below is a table with key summary operating statistics:

Table 3: Sample Private Sector Passenger Train Service

	Train Size (No. of passengers)	One-way distance (mi)	One-way ride time (hrs)	Base round-trip coach fare
Denver Ski Train	750	56	2.25	\$49
Reno Fun Train	600	236	7-8	\$209
Grand Canyon	500*	65	2.25	\$70

* 2006 average daily ridership is 657 in a mix of one and two round trips per day.

Certain aspects of the proposed Red Wing service fit the pattern of these private sector services. In particular, Red Wing has a well developed civic, out-doors activities, and is in close proximity of Treasure Island Resort & Casino. Conceivably, a strong promoter

could create a package of recreational events using the train service as a sub-part of an overall experience.

For this scenario, the public sector needs to create a favorable environment for the private sector to operate with a result of relatively little or no direct operating subsidy. For example, the public sector, as part of the Minnesota Union Depot renovation, can create the appropriate space and facilities to host events tied to the train service as well as the train maintenance space. RCRRA might also work with the freight carriers to improve the rail line capacity, creating time slots for passenger services while increasing the freight carrier's capacity.

Creating an environment attractive to private sector participation can increase the likelihood of implementation in the intermediate term. Federal transportation policies favor infrastructure investments with public sector funds, but abhor operational subsidies. Without developing an innovative method to recover operating costs, this inter-city concept may take years to develop necessary political support to provide operational subsidies.

5.7 Operator Alternatives

There are several potential operators of a Red Wing train service. Operators in this report's context refer to the physical handling of the train over the line, particularly handling train crews and the operational interface with the host carrier. Potential contractors to operate the Red Wing trains include Amtrak, the CPR, established rail passenger operators, or an established charter operator. In any case, train crews would have to become qualified to operate over the entire alignment:

- Amtrak – The nation's largest inter-city passenger rail operator, with extensive experience in contracted operations. Amtrak would need to establish a crew base in the area and work through other set-up tasks in an area that is relatively isolated from their other established bases. If the service is infrequent, keeping qualified personnel in the area could be problematic.
- Canadian Pacific – The CPR is also a possible operator, with several strong points in its favor. The CPR operates commuter trains in Vancouver and Montreal, has a ready pool of train crews, controls dispatching of this line, which it owns, and has expressed a willingness to discuss consideration of such a role; if agreement could be reached, the CPR would seem to be an ideal choice.
- Established rail passenger operators – This group of operators includes Herzog and Viola, who are contract operators for commuter agencies. These would not seem to be as likely an operator as Amtrak or the CPR as they lack qualified crews in region, creating a need to hire, train, and move crews to the Twin Cities. If the service is infrequent, labor utilization will be poor. They would also need to negotiate operating agreement with host railroads.

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- Established charter operator – This group of operators runs specialty train service, typically catering to recreational travelers. Most of these operators are more promoters with a mix of capabilities of actually operating. Local to the Twin Cities area is a group “Friends of the 261” experienced in running steam hauled excursions throughout the upper Midwest. The CPR also runs a passenger service, mostly out of Calgary, that fits this description. Other groups also run special trains on occasion, such as the Minnesota Transportation Museum and the Lake Superior Railroad Museum in Duluth. Museums generally run on their own property, but some have experience on freight carriers.

6.0 Cost Estimates

Development of passenger services requires initial capital expenditures to acquire equipment, build stations, improve the infrastructure, and ancillary support facilities. After project implementation, there are ongoing costs to operate it. Revenues collected offset operating costs, but generally are insufficient to cover fully the operational costs.

6.1 Initial Capital Costs

The following items are major capital expenditures for initiating service to Red Wing:

- Rolling stock acquisition
- Minnesota Union Depot modifications
- Train layover facilities
- Freight rail line capacity improvements
- Red Wing depot modifications
- Treasure Island Resort & Casino station
- Hastings depot modifications

The informal discussions with CPR reveal that agreement on freight line capacity improvements will be necessary before CPR accepts additional trains on their line. A determination of the level of improvements is out of the scope of this report, but likely requirements exceed the capital costs of all the other items combined.

6.2 Rolling Stock Acquisition

A wide variety of rolling stock options exist with a commensurate range of purchase prices. This study assumes the usage of vintage rolling stock to assemble one moderately sized train. While less than a \$1 million can purchase un-rebuilt rolling stock, the rehabilitation program increases the overall total to \$5-6 million. All new equipment in the form of three bi-level tourist cars, either as self propelled or locomotive hauled, have an estimated cost of \$20 million for the fleet.

6.3 Minnesota Union Depot Modifications

This report assumes that the initial Minnesota Union Depot construction phase provides a single platform with two tracks to serve Amtrak's *Empire Builder* train. Not only will the redevelopment provide platform space, but also the necessary connections on both the east and west ends. The Red Wing service uses exactly the same route as the *Empire*

Builder; therefore, the Red Wing service will use those infrastructure improvements without modification.

6.4 Train Layover Facilities

A modest expenditure for additional spur track for train storage within the Depot property is \$300,000. A small building, such as a prefabricated unit, is necessary for a crew quarters and small supply storage with an estimated \$100,000-\$300,000 cost. A prefabricated unit permits easy relocation as subsequent Depot build-out phases may require relocating this facility.

6.5 Freight Rail Line Capacity Improvements

As explained in earlier report sections, the route of the Red Wing service utilizes freight rail lines that are already capacity constrained. The Red Rock Corridor study identified rail line capacity improvements necessary to accommodate Hastings – Saint Paul commuter trains. Commuter trains, due to their frequency and demands for high on-time performance, significantly impair freight operations during the morning and afternoon peak period travel times. The 2007 estimate for Red Rock line capacity improvements (specifically Hoffman Avenue “duck under” and other track additions) for commuter trains is \$77 million.

The \$77 million line improvement figure does not include additional charges the freight carriers may charge for capacity consumption of passenger trains over and above what the line improvements mitigate. Estimating this charge is speculative since it is highly dependent on the rail line usage and the extent that line capacity improvements overcome capacity infringements. Recent transactions in other parts of the United States suggest this fee can be on the order of one to three times the costs of the line improvements.

A stand alone Red Wing weekend service needs less track capacity than the Red Rock commuter service due to fewer trains with long headways. Rail freight carriers may consider Red Wing a less intense train service than Red Rock commuter and accept a lower level of capacity mitigation for the Red Wing service. In informal conversations with CPR, CPR anticipates capacity mitigation for the addition of any passenger services in this corridor. As presented in Section 5.1, smaller capacity improvements as for Red Rock may be identified that mitigate passenger service capacity impacts in incremental steps. The example shown in Section 5.1 (adding an additional main track between Oakland and Seventh Street interlockings) costs \$22 million. If the freight carriers accept limited line capacity improvements, they also will carefully limit the passenger services and require additional capacity enhancement as the number of passenger trains grow.

Extending Red Wing service to the Downtown Minneapolis Northstar Intermodal station requires traversing busy freight rail lines, particularly segments in eastern Minneapolis. As part of BNSF requested corridor improvements for Northstar, they requested the installation of a second main track between St. Anthony and Minneapolis Jct. interlockings, with an estimated cost of \$19 million. BNSF is not constructing this

Red Wing Inter-city Passenger Service

improvement as part of initiating Northstar service. As noted above, Central Corridor commuter rail studies of 2001 suggested the need for capital investment that might reach the \$60-90 million range.

The route through Midway station is on the Minnesota Commercial Railroad and goes along the edge of switching yards. Increased passenger train frequency may impact their operations, triggering a request for more capacity. Likely improvements for this stretch include upgrading the track, installing remote train control through a new signaling system, and potentially reconfiguring/building track to separate passenger operations from freight. Without discussions with Minnesota Commercial, a speculative cost estimate for this stretch is \$10 million. This level of improvement does not significantly increase running speeds over this stretch of track.

This study assumes other segments have adequate capacity, particularly between Minneapolis Jct. and downtown Minneapolis, and CPR's Merriam Park Subdivision between Minnesota Union Depot and Merriam Park Jct. Also, an alternative route over the BNSF between Union Depot and St. Anthony interlocking may have adequate capacity upon building previously described improvements between Seventh St. and Oakland interlockings. This study also assumes adequate capacity between St. Croix interlocking and Red Wing.

6.6 Red Wing Depot Modifications

The restored Red Wing depot actively functions as a passenger depot, housing businesses compatible with passenger traffic. Therefore, this study assumes no station modifications costs to implement the Red Wing service.

6.7 Treasure Island Resort & Casino Station

This station is situated near Treasure Island's parking facilities with the assumption the Treasure Island will provide shuttle bus service between it and their facilities. Therefore, the assumed facility is primarily a platform, a relatively simple shelter, and enough road access for shuttle service to load next to the platform. Based on Red Rock Corridor station platform estimates, scaled down to a one four-car platform, the cost is \$1-2 million. Often the entity benefiting from a station pays for it, resulting in a design and practicality suited to the local environment.

6.8 Hastings Depot Modifications

Although Hastings has a standing depot building next to the tracks, no passenger service uses it. To convert it for passenger services, arrangements are necessary with the owner, presumably the CPR, for possession of some of the building and construction of subsequent improvements. For the Red Rock commuter rail projected \$6 million for station acquisition, renovation, two platforms, and 300 parking spaces. A stand alone Red Wing service may require fewer improvements.

Red Wing Inter-city Passenger Service

Table 4: Capital Cost Summary Table

Capital Improvement Description	Low Estimate (\$ millions)	High Estimate (\$ millions)
Rolling stock acquisition	5	20
Union Depot modifications	0	0
Train layover facilities	0	1
Freight rail line capacity improvements St Paul – Red Wing only	22	77
Red Wing depot modifications	0	0
Treasure Island Resort & Casino station	1	2
Hastings depot modifications	3	6
<i>Subtotal St. Paul – Red Wing</i>	<i>31</i>	<i>106</i>
Freight rail line capacity improvements St Paul – Minneapolis only	19	29
Total Minneapolis – Red Wing	50	135
<i>Not included are freight carrier one time capacity fees.</i>		

6.9 Operations and Maintenance Costs

Summary estimated operating and maintenance costs are in the following table:

Table 5: Operating and Maintenance Costs for Various Scenarios

	Red Wing – Saint Paul (\$000)	Red Wing – Saint Paul (\$000)	Red Wing – Minneapolis (\$000)
	Vintage Train	Bi-Level DMU	Vintage Train
Train crews	158	158	228
Equipment Maintenance	370	407	430
Fuel	110	43	137
Trackage fees	113	109	213
Administration	390	390	390
Contingency	401	396	465
<i>Total Direct Operating</i>	<i>1,542</i>	<i>1,503</i>	<i>1,863</i>
Insurance & Access Fee	2,017	2,012	2,344
TOTAL Op. & Maint.	3,559	3,515	4,207

The following are key assumptions used in the development of the operating and maintenance estimate:

- One two man crew operates per day, crew paid on an hourly rate.
- One mechanic full time for equipment repair and inspection, plus car cleaners as needed between runs.
- Fuel costs \$2.30 per gallon.

Red Wing Inter-city Passenger Service

- Trackage fees cover a prorated amount for infrastructure annual maintenance plus prorated costs of dispatching and paid to owning carrier.
- Administration includes the salary of a full time general manager, full time administrative assistant, a part time customer service representative, fare collection costs, and miscellaneous professional services.
- Contingency is a 15% reserve for unforeseen expenditures.
- Dollars are for the year 2007.
- Insurance and access fees cover railroad liability insurance premiums as well as railroad expectations for returns for capacity consumption. Due to the magnitude of these estimates, further analysis for insurance options may significantly reduce premiums. Likewise, railroad access fees could be highly variable and it may be possible to reduce this through other considerations, such as capacity improvements that benefit freight rail operations.

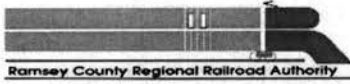
6.10 Passenger Ridership and Revenue

Appendix A of this report is a technical memorandum prepared by SRF Consulting Group, Inc. of Minneapolis, that addresses the ridership potential of a Red Wing passenger rail service. The memorandum presents ridership forecasts for these service alternatives:

- a commuter rail service consisting of the extension of Red Rock (Saint Paul-Hastings) commuter trains, now under study, from Hastings to Red Wing
- the same, but operating to and from Minneapolis
- a recreational service alternative consisting of two daily round trips between Minneapolis, Saint Paul and Red Wing on weekends and holidays

The estimates of ridership potential were developed by using the MnDOT Collar County travel demand model. Details of the application of this model, and "reasonableness" checks made on the results, are provided in the Appendix.

The results of the study are presented in summary form in Table 1 of the Appendix. Briefly, it is concluded that the ridership potential is low. Commuter ridership to and from Red Wing and other stations on an extension south from, but not including Hastings, was found to range from 60 to 200 per day with a Saint Paul terminal, and 75 to 245 per day with a Minneapolis terminal. On an annual basis this would equate to a range of 15,100-50,400 with a Saint Paul terminal, and 18,900-61,700 with a Minneapolis terminal.



Red Wing Inter-city Passenger Service

The two round-trip service on weekends and holidays between the Twin Cities and Red Wing is estimated to generate 45-140 passengers on two round trips, slightly more productive than the every day commuter service. This would equate to 5,100-15,800 annually. This is a small number, and it would not be realistic to attempt to distinguish between recreational trips attracted to alternative Twin Cities terminals.

On this basis, assuming the current one-way Amtrak fare of \$13 and no discounts, the weekend-only service might be expected to generate in the range of \$66,300 – \$205,400 in fare revenue annually.

7.0 Recommended Approach

- If there is a decision to go ahead, the balance of costs and ridership suggest the advisability of a modest start
- Service concept: a low cost starter operation – 2 daily round trips, weekends only (probably all year)
- Timetable concept: loose enough running time to permit trains to incur some freight-related delay at Hoffman Avenue Interlocking
- Capacity investments: attempt to negotiate a solution in this area that is less capital-intensive than the complete Red Rock commuter capacity concept; initial discussion with the CPR does not suggest optimism with this objective
- Base service at Minnesota Union Depot
- Operate Saint Paul-Red Wing in first stage; avoid capacity investments between Saint Paul and Minneapolis in the first increment, and rely on Central Corridor light rail or local bus transfer at Union Depot initially
- Coordinate with Duluth Service: A direct transfer between trains is clearly desirable, but it is unclear where Duluth trains will operate on weekends. Weekday service cannot operate to Minneapolis unless major station expansion is undertaken, suggesting Midway or Union Depot if that replaces Midway, as planned.
- Equipment: single trainset, lowest possible cost
- Capital costs: \$50 – \$135 million
- Annual operating costs: \$3.5 – \$4.2 million, less revenue of \$66 – \$205,000
- Future growth options (extension to Minneapolis – Northstar or even Lake Street; second trainset – third or fourth round trips – more capacity investments likely)

MEMORANDUM

TO: Tom Matoff
LTK Engineering Services

FROM: Steve Wilson, Principal
SRF Consulting Group, Inc.

DATE: December 28, 2007

SUBJECT: RED WING-TWIN CITIES COMMUTER RAIL RIDERSHIP POTENTIAL

This memorandum analyzes the potential ridership of commuter rail service between Red Wing, Minnesota and St. Paul-Minneapolis urban core. The general sources of information reviewed for this analysis are:

- The Minnesota Department of Transportation's "Collar County" travel demand model
- The US Census Bureau's Longitudinal Employment-Household Dynamic database
- The Metropolitan Council's 2000 Travel Behavior Inventory
- AMTRAK, the federal railroad operating agency

A range of potential ridership for the year 2030 is presented to account for uncertainty in estimating the travel behavior of non-traditional commuter rail markets, such as the tourism/recreational activities in Red Wing.

Forecasts were prepared for the following alternatives:

1. A "commuter service" consisting of an extension from Hastings to Red Wing of the Red Rock commuter rail service now being studied in another project.
 2. A "recreational" service consisting of the addition to the current Amtrak "Empire Builder" schedule of a morning and afternoon round trip (total 3 trains each way) on weekends and holidays.
- B. An estimate of the additional ridership potential for these two alternatives if they were extended from Saint Paul Union Depot to the Northstar Intermodal station in Downtown Minneapolis.

The results of the forecasts are shown in Table 1. "Low" forecasts are based generally treatment of the travel markets as traditionally estimated using travel demand modeling techniques. "High" forecasts provide an additional ridership potential based on factors such as enhanced perception of rail transit as a mode of travel, low fares, plus allowances for tourist-related travel that is not generally modeled.

We observed in the demand modeling process that a significant portion of users have an end destination in the downtown Minneapolis area regardless of the terminus of the line. This was affected by the availability of a high-performance transit option (the Central Corridor LRT line) as a connector; it also demonstrates the ridership market is a function of service availability rather than time or cost competitiveness with the automobile. The ridership provided is for the extension of the line from Hastings to Redwing, and not the overall corridor.

Table 1
Summary of Potential Year 2030 Rail Ridership:
Ridership Generated on Hastings to Red Wing Extension

	DAILY RIDERS				ANNUAL RIDERS**	
	St. Paul Terminus		Minneapolis Terminus		St. Paul Terminus	Minneapolis Terminus
	Low	High	Low	High		
Weekday Commuters	55	120	65	160		
Weekday Discretionary Riders	5	80	10	85		
Total Weekday Riders	60	200	75	245	15,100 - 50,400	18,900 - 61,700
Weekend/holiday Riders (Average per day)*	45	140	45	140	5,100 - 15,800	
TOTAL					20,200-66,200	24,000-77,500

* Assumes service to downtown Minneapolis in both scenarios

** Assumes equivalent of 252 weekdays, 104 weekend days and 9 holidays

BACKGROUND AND ASSUMPTIONS

Red Wing, Minnesota is a community of 16,300 located in northeast Goodhue County, with a projected population of 18,400 by 2030. In addition to its general economic base, it includes a significant tourism and recreation industry based on its location in the Mississippi River Valley, with an historic downtown area, bike trails, hiking opportunities and nearby Treasure Island Casino. US 61, which serves as Red Wing's principal arterial connection with the Twin Cities area, carries approximately 17,000 vehicles per day as it leaves the Red Wing area. The I-494/I-694 beltway is approximately 40 highway miles from downtown Red Wing.

The assumed fare for the service of \$6.50 was based on general parameters being used in transit system planning in the Twin Cities for commuter rail or approximately one dollar for ever six miles. As a sensitivity test, a run assuming regional express transit fares (\$2.75) was used.

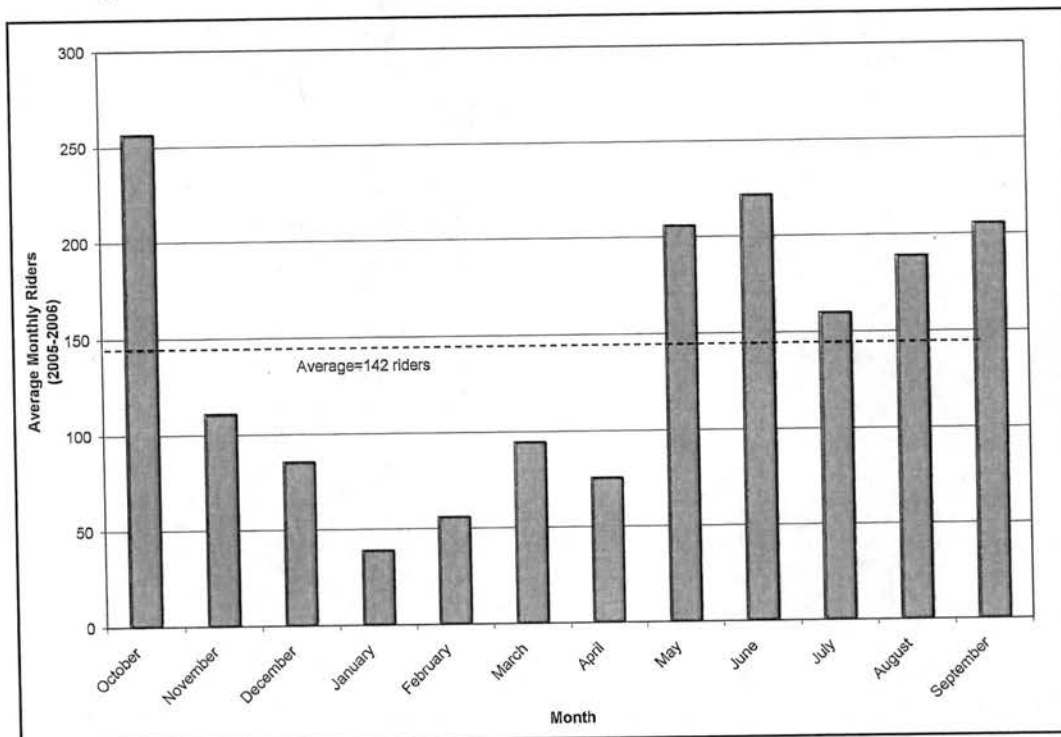
The map illustrates the proposed Red Rock Commuter Rail system in Minnesota. The main line, marked with a solid line and cross-ticks, runs from Saint Paul in the north to Hastings in the south. A dashed line with cross-ticks represents the Red Wing Extension, continuing from Hastings to Red Wing. A dotted line represents the Minneapolis Extension, connecting the main line near Saint Paul to Minneapolis. Stations are indicated by small square symbols with a cross inside. Major highways are shown as solid lines with their respective route numbers (e.g., 55, 52, 50, 35, 10, 94, 55W, 3, 55, 93, 51). Municipal areas are labeled with names like Minneapolis, Saint Paul, Woodbury, Cottage Grove, Rosemount, Hastings, Red Wing, Cannon Falls, and Northfield. The map also shows county boundaries for St. Croix, Pierce, Dakota, and Goodhue counties.

Figure 1

Red Wing is currently served by two passenger rail trains per day. The AMTRAK Empire Builder includes service to the downtown Red Wing station southbound (to Chicago) in the morning and northbound (to the Twin Cities and points west) in the evening. The timing of this service makes it possible to take AMTRAK to Red Wing from the Twin Cities as a “day trip”, with departure from the Twin Cities at 7:50 a.m. and returning to the Twin Cities at 10:30 p.m.. The train ride is scheduled at 66 minutes running time.

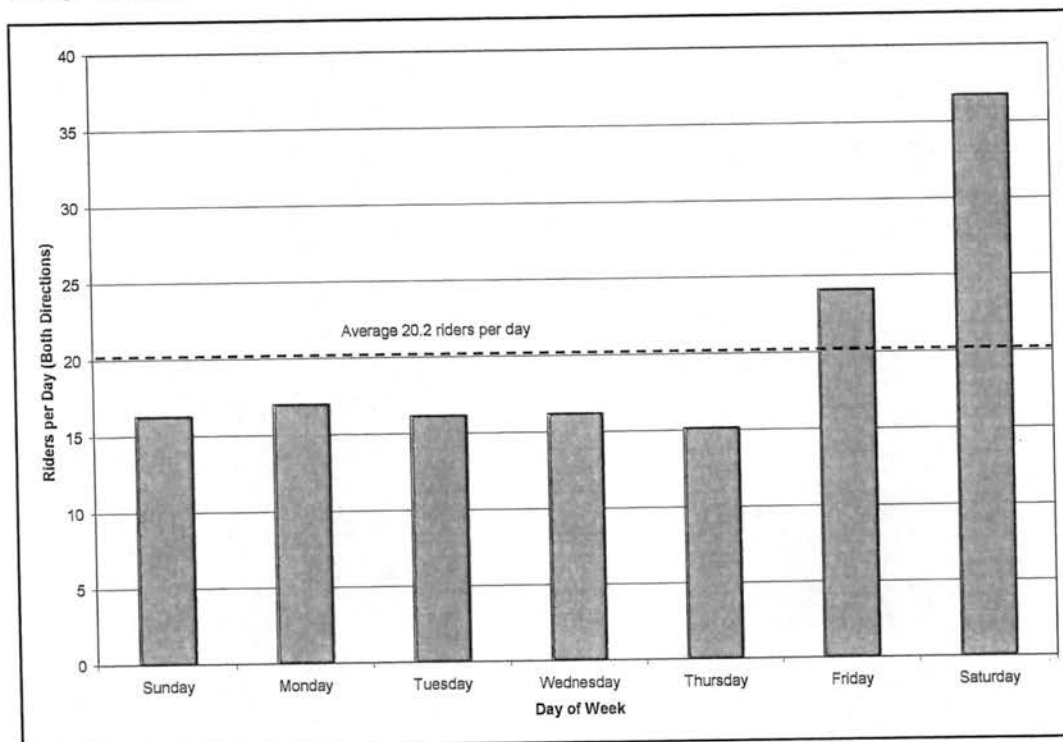
Approximately 1,789 passengers rode AMTRAK between the Twin Cities and Red Wing in 2006. However, this represented only 19 percent of the total 9,657 AMTRAK boardings or alightings at Red Wing. Red Wing was the third largest ridership of the 11 Minnesota AMTRAK stations. Twin Cities-oriented AMTRAK ridership is significantly higher in the summer and autumn months (Figure 2) as well as on Fridays and Saturdays (Figure 3), which is indicative of a strong recreational travel market.

Figure 2
Monthly Variation in Twin Cities-Red Wing AMTRAK Ridership



Source: AMTRAK

Figure 3
Daily Variation in Twin Cities-Red Wing AMTRAK Ridership



Source: AMTRAK

US Census Longitudal Employment-Household Data (LEHD)

The US Census has developed a method to tabulate worker characteristics including the location of residences. This makes it easier to identify commuting patterns more frequently than the decennial census. The dataset was used to define a potential Red Wing commuter rail service area, where commuters would be likely to park-and-ride (or walk) to a Red Wing commuter rail station. This area would include portions of Western Wisconsin as well as northern Goodhue County. The LEHD information for the Red Wing station identifies 11,700 workers in the area. However, as shown in Table 2, about 40 percent of that work force is employed in Red Wing, which, along with several others of the top communities, would not be considered as a potential market for commuter rail.

Additional detailed analysis of the LEHD data indicates approximately 98 Red Wing area residents are employed in downtown St. Paul, and 230 are employed within reasonable transit access (one transfer to a high-frequency route) of the likely Union Depot commuter rail weekday terminus in downtown St. Paul. The 230 commuters include an estimated 85 working in downtown Minneapolis (which was assumed as a one-transfer ride, although it currently involves a short walk to the I-94 express service). The majority of Red Wing area commuters to the Twin Cities are employed in south suburban communities where transit is not a convenient option.

Table 2
Cities/Towns Where Area Residents are Employed (2004) ⁽¹⁾

	Count	Share
Red Wing	4,742	40.5%
Lake City	469	4.0%
Rochester	418	3.6%
Mankato	349	3.0%
Owatonna	292	2.5%
Hastings	287	2.5%
St. Paul	276	2.4%
Zumbrota	239	2.0%
Lakeville	204	1.7%
Minneapolis	191	1.6%
All Other Locations	4,240	36.2%

Source: US Census (<http://lehd.did.census.gov>)

(1) Area defined as likely area where commuters would walk or park-ride to a station at Red Wing

Travel Behavior Inventory External Survey

The Metropolitan Council conducts travel surveys on a decennial basis to track changes in travel behavior. In 2000, a survey of traffic on TH 61 was conducted at the Dakota-Goodhue County border. Table 3 shows that TH 61 has a high percentage of non-work traffic, which is generally not a transit market. In addition, as was found with the Census data, very little of the traffic was destined for the transit-oriented urban core, with only 7.0 percent of the traffic destined for Minneapolis or St. Paul, and less than two percent destined for either downtown.

Table 3
Travel Characteristics of TH 61 Traffic

	All Traffic	Red Wing-based Traffic
Home-based Work Trips	35%	32%
Home-based Other Trips	36%	39%
Non-Homed-based	29%	29%

Source: 2000 Metropolitan Council Travel Behavior Inventory

Travel Demand Model

The Mn/DOT Collar county travel demand model was used to develop the forecasts. This model is nearly identical to the model used by the Metropolitan Council as the basis for transit planning of other corridors (including the Red Rock Corridor). However, the Collar County model has a more sophisticated treatment of travel in the counties surrounding the seven-county metropolitan area. The mode choice (transit market share) component of the Collar County model is fully consistent with that of the Metropolitan Council model.

The base Red Rock Corridor was assumed, and the service was extended to Redwing with a 20.3 mile extension along the BNSF railroad. A 60 MPH speed was assumed, reflecting dwell time and reduced speed and acceleration/deceleration through the urban portions of Hastings and Red Wing.

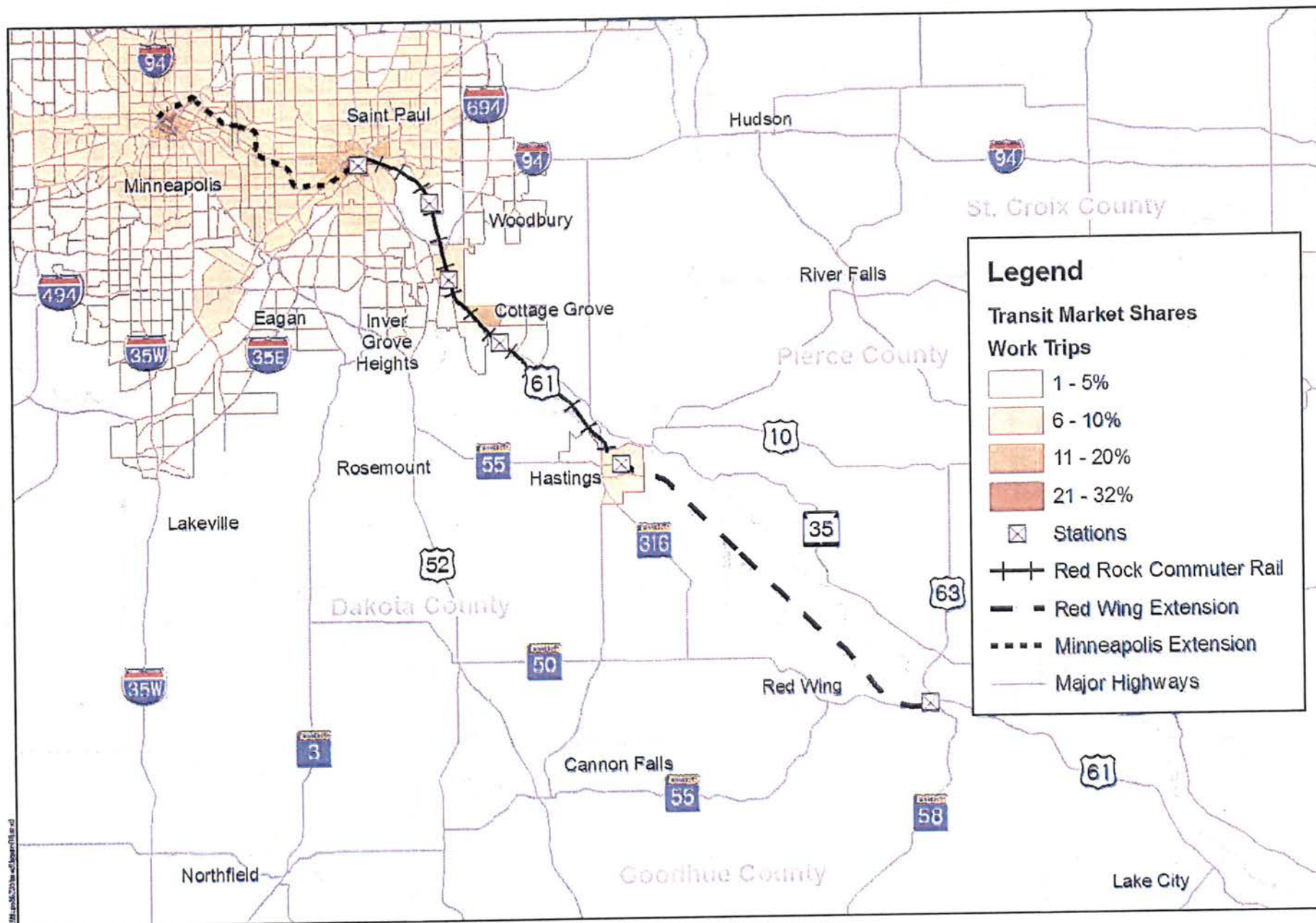
Four peak-direction and one offpeak direction train per peak period were modeled. Base offpeak service consisted of one train, with additional frequency assumed for testing weekend service.

The potential commuter park-ride catchment area was modeled to include any location within 25 miles of Red Wing. However, it should be noted that the Hastings station would compete for users from areas to the northwest of Red Wing.

Sensitivity tests were performed to model the extent to which the ridership forecasts were influenced by factors such as service frequency, speed, fares and the perception of travel time. The high estimate shown includes a "perceived" 25 percent reduction in travel time together with a 25 percent increase in service frequency. These adjustments were made on a hypothetical basis internal to the model, without a determination of whether such improvements would be feasible.

A second "reasonableness" check was made by reviewing the calculated transit market share from Red Wing to downtown St. Paul and nearby areas. Figure 4 shows that a commuter rail service between Red Wing and St. Paul or Minneapolis could have a transit market share similar to that of other transit services in the region (as high as 20 percent for St. Paul and 50% for Minneapolis). However, as discussed previously, the number of commuters from Red Wing to downtown St. Paul or downtown Minneapolis is limited. Most of the commuter trips from Red Wing are to areas with areas with a Non-work trips (Figure 5) have significantly lower market share than work trips.

Weekend travel is not modeled by the regional travel demand model. This data was estimated by reviewing the AMTRAK ridership data, supplemented with Mn/DOT Automatic Traffic Recorder data for weekday/weekend traffic relationships in recreational areas. A base-level model including non-work/non-peak travel patterns was modeled to a downtown Minneapolis terminus. No additional ridership was factored in for special events trains that that may be operated (such as Gophers, Vikings or Twins games). However, the amount of additional ridership would be within the potential uncertainty of the estimated annual ridership.

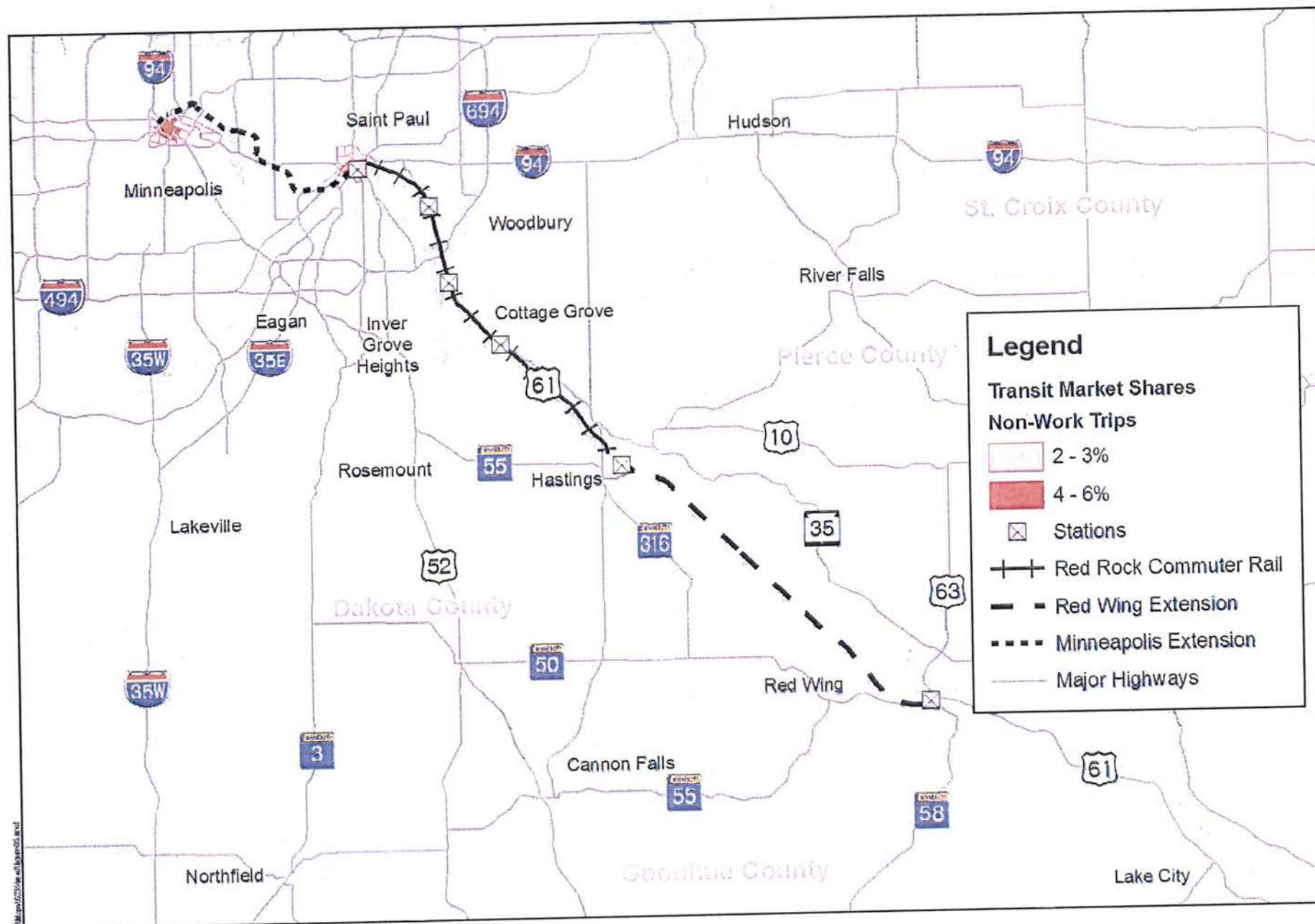


Transit Market Shares - Work Trips

Red Rock Commuter Rail Extension

LTK Engineering Services

Figure 4

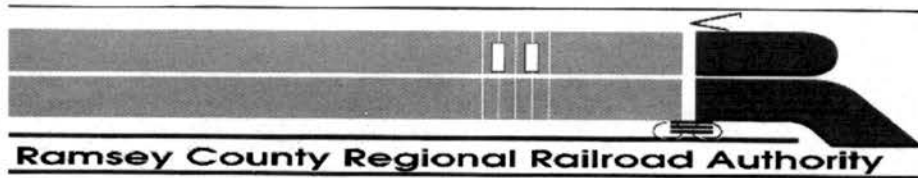


Transit Market Shares - Non-Work Trips

Figure 5



Red Rock Commuter Rail Extension
LTK Engineering Services



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

REGIONAL RAILROAD AUTHORITY MEETING

AGENDA

February 26, 2008

Immediately following the

Housing and Redevelopment Authority Meeting
Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the February 26, 2008 Board Meeting is presented for approval.

MINUTES of the February 19, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) **Presentation on the Red Wing Passenger Rail Study**

ADJOURNMENT

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on February 19, 2008, in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: David Twa, Tim Mayasich, Steve Morris, Angie Taylor, Alicia Vap, Art Coulson, Susan Kuss, David MacMillian, Darwin Lookingbill, Ken Haider, Richard Nau, and Mark Voering.

Commissioners Carter and Ortega stepped out of the room.

Chair McDonough called the meeting to order at 11:35 AM

AGENDA

Commissioner Reinhardt moved approval of the Agenda of the February 19, 2008 Board Meeting, seconded by Commissioner Bennett. Roll Call: Ayes – Bennett, Parker, Reinhardt, Rettman, McDonough – 5. No vote – Carter, Ortega - 2. Nays – 0. Motion accepted.

MINUTES

Commissioner Reinhardt moved approval of the Minutes from the February 12, 2008 Board Meeting, seconded by Commissioner Bennett. Roll Call: Ayes – Bennett, Parker, Reinhardt, Rettman, McDonough – 5. No vote – Carter, Ortega - 2. Nays – 0. Motion accepted.

1. Presentation of Draft Union Depot Environmental Assessment

Richard Nau of URS presented an overview of the draft Union Depot Environmental Assessment (EA), which he explained was an abbreviated version of the environmental impact statement, suitable for projects where significant impacts can be mitigated and focus is placed on coordination with regulatory agencies to ensure all potential impacts are disclosed. He reviewed the EA process, established goals, identified significant impacts, and advised what the next steps would be in terms of moving forward with the Depot.

Mr. Nau continued, advising of the process, including data collection, conceptual design, and meeting with numerous agencies to get their comments and concerns. He indicated that there is a parallel path being followed with the completion of the draft EA and the coordination on historic properties. Next steps include developing and entering into a Programmatic Agreement for the reuse of the Depot that satisfies all agencies that have an

interest in the historic nature of the Depot. At the conclusion of the review process, the EA will be finalized, two public meetings will be held, comments will be addressed, and then a Finding of No Significant Impact (FONSI) will be drafted. The current timeline anticipates that the public hearings will be held in May 2008, one in the afternoon to accommodate business interests, and one in the evening to accommodate resident interests.

Commissioner Rettman inquired if the deadline for written comments would also be in May 2008. Richard Nau responded that the Notice of Availability should be published on April 21, 2008, indicating that the public comment period would then run until the end of May 2008, depending on receipt of comments and approval from the Federal Highway Administration. Commissioner Rettman asked if everything would be ready by April 21, 2008, for public review. Richard Nau responded yes.

Commissioner Bennett inquired, what area is being studied and does it include the land for the [Central Corridor] maintenance facility. Richard Nau responded yes, advising that it includes the Depot, the concourse, the entire train deck, and the property being considered for the maintenance facility. Commissioner Bennett asked if the whole item could be mapped.

Richard Nau continued advising that in order to support the reuse of the Union Depot, a number of goals need to be established, including consolidating bus layovers at the Depot and improving local bus connections, which would provide a direct connection to the Central Corridor, consolidate inter-city ground transportation, improve on the safety and convenience for transit riders, decrease dependence on personal vehicles, spur economic growth, support the Sustainable St. Paul Initiative, preserve historic significance, and enhance and encourage pedestrian and bike circulation. Commissioner Bennett asked if the number of people the bus layover will bring in would be considered. Richard Nau responded no. Mr. Nau commented that this project is being considered for LEED certification, which would be easy to obtain due to the reuse of a historic structure. He next went through the EA findings, which looked at a variety of social, land use, and neighborhood issues, including how minority and low-income populations are served in the vicinity of the existing Amtrak and Greyhound Bus stations. Mr. Nau advised that a storm water pipe would have to be relocated in order to accommodate the revised circulation plan through the site. He went on to state that the Mississippi National River and Recreation area, which is part of the National Parks system, raised concerns regarding the visual and aesthetic impacts from the river during the reestablishment of the train sheds and vestibules. He went on to state that a study of traffic impacts associated with the use of the facility as a multi-modal transportation hub compared to its use for the Post Office revealed that there would be a net reduction in daily trip generation from the site. He continued, advising that there are currently approximately 2400 parking spaces, of which 1700 will remain.

Commissioner Rettman inquired if any of the parking spaces would be free and designated as a park and ride. Richard Nau responded that the parking analysis considered today's existing demand and looked at the approximate demand generated by the Amtrak trains. However, use as a park and ride facility for the Central Corridor was not considered. Commissioner Jan Parker commented that she believes we are seriously underestimating the number of people from outside of downtown St. Paul who will be driving in and wanting to get on the [Central Corridor] train. She advised that the current process is the logical place to plan for adequate parking. Commissioner Bennett concurred and suggested that the land be evaluated for park and ride use in the future.

Richard Nau continued his presentation, advising that a facility to accommodate pedestrians and bicycles, including a pedestrian bicycle path along the south side of Kellogg, and a bicycle storage facility with lockers and showers that would accommodate approximately 200 bikes, is being planned to be located in the under track area, which will displace some of the existing parking spaces to accommodate bicycle parking. The existing deck will be cut approximately ten feet to allow for the widening of the bicycle path. Commissioner Parker asked Mr. Nau to point out on the map the area of the cut. Richard Nau responded that the deck would be cut back along the north side of the deck and along the south side of Kellogg Boulevard in order to provide for an approximate ten-foot wide bicycle path. Commissioner Bennett inquired how people would get to the main level. Richard Nau responded that each platform would have an elevator, staircase, and escalators, allowing movement from the concourse level down to the platform level and under track level to provide the vertical circulation both from the bicycle facility and parking facility, which will continue to be used in the under track level. He continued advising that the study revealed no significant impacts on air quality, energy, wetlands, or flood plains. He advised that some storm water impacts would have to be mitigated and a retention will need to be constructed as part of the site. Mr. Nau informed the members that hazardous materials is a concern as it relates to the reuse of the deck, which has approximately four feet of fill on top of it, which the evidence shows has some hydrocarbons that have to be removed and properly disposed of in order to reuse the deck and to get the necessary clearance under the concourse for the Amtrak trains.

Commissioner Rettman asked for clarification on whether a more substantial environmental analysis would be conducted through the VIC program at the Pollution Control Agency after the public has reviewed the current document. Richard Nau responded yes. Commissioner Rettman inquired when that study would take place. Richard Nau responded at the discretion of the County.

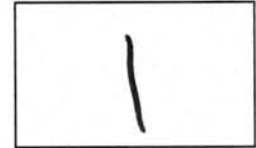
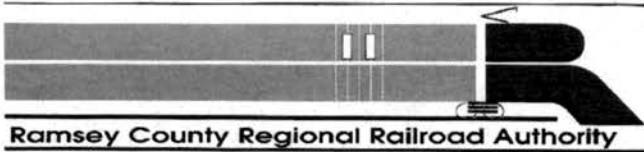
Richard Nau advised that the first two bullet points on the slide are in the process of being completed, the review of the draft EA by MnDOT and FHWA. He further advised that they are working with the MnDOT Cultural Resources Unit to develop the Programmatic Agreement relating to the Section 106 reuse of a historic structure. He concluded by advising that once comments are received, the EA will be finalized, the public and agency comment period will begin, the public hearings will be conducted, and the FONSI will be issued.

Commissioner Rettman advised that she has approximately 84-85 questions that she would like answered. Chair McDonough stated that the questions and responses would be distributed to all Commissioners.

2. Presentation on the Red Wing Passenger Rail Study

This item was laid over until the next meeting.

The meeting adjourned at 12:05 PM.



REQUEST FOR ACTION

Type of Agenda: ☒ Policy ☐ Discussion
☐ Administrative ☐ Information

Regional Railroad Authority Meeting Date: 02/26/08

Regional Railroad Authority Meeting Date: 02/19/08

SUBJECT Presentation of Red Wing Inter-city Rail Passenger Service Study

EXECUTIVE SUMMARY

The Ramsey County Regional Railroad Authority directed staff to conduct a study to analyze intercity passenger rail service from the Northstar station in downtown Minneapolis to the Union Depot in downtown St. Paul on to Red Wing. LTK Engineering was hired to conduct the study.

Alicia Vap will conduct a presentation at the meeting.

ACTION REQUESTED

For information and discussion only.

SUBJECT: *Presentation of Red Wing Inter-city Rail Passenger Service Study*

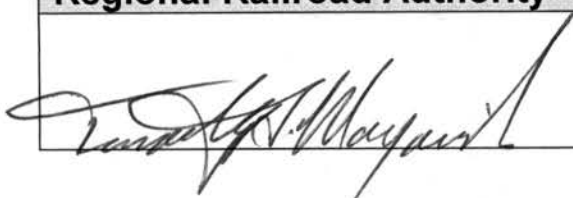
ATTACHMENTS:

A complete copy of the Red Wing Inter-city Rail Passenger Service Study is available at Regional Rail.

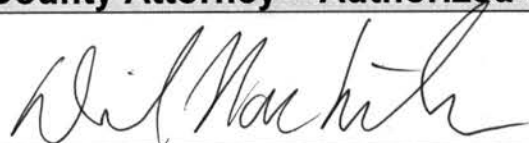
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: Presentation of Red Wing Inter-city Rail Passenger Service Study

Regional Railroad Authority – Authorized Signature	Date
	2-11-08

Budgeting & Accounting – Authorized Signature	Date
	2-12-08

County Attorney – Authorized Signature	Date
	2-12-08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

**Evaluation of Options for a
Twin Cities – Red Wing Inter-city Rail Passenger Service
Executive Summary**



Prepared by

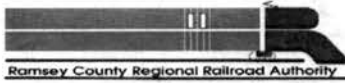
LTK
LTK Engineering Services

in association with
SRF Consulting Group

for the

Ramsey County Regional Railroad Authority

January 21, 2008



Red Wing Inter-city Passenger Service

Executive Summary

LTK Engineering Services, with the support of SRF Consulting Group, Inc., has conducted this evaluation of options for an intercity rail passenger service operating between Saint Paul and Red Wing. In addition, LTK was asked to perform a further evaluation of issues and costs associated with an extension of such a service from Minnesota Union Depot to the Downtown Minneapolis Northstar Intermodal station in order to serve Downtown Minneapolis and potentially also connect with trains to and from Duluth. These are the main findings:

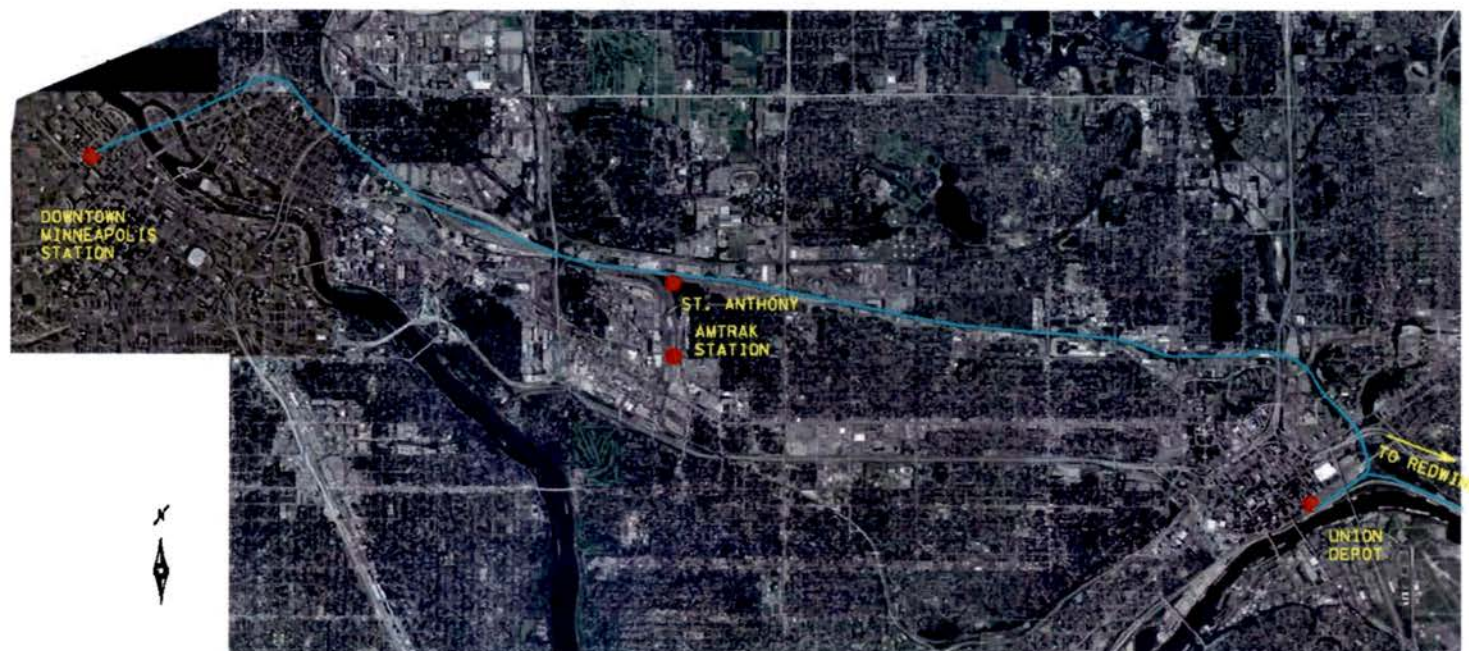
1. A service between the Twin Cities and Red Wing could be designed as an every-day service, including as an extension of the proposed Red Rock commuter rail service between the Twin Cities and Hastings. Alternatively it could be established, possibly as the first phase of a long-term program to for inter-city service, as a "weekend and holiday only" recreationally-oriented service, perhaps with two round trips per day complementing the existing daily Amtrak *Empire Builder* service. Trains would generally follow the current Amtrak route between the Twin Cities and Red Wing, with intermediate stops at Hastings and Treasure Island Resort and Casino.
2. Red Wing is a small city, and therefore the potential for generation of ridership is not high. Depending upon the service alternative selected, studies suggest that ridership would probably be in the range of fewer than 300 trips per day.
3. A commuter level of service between Saint Paul and Red Wing would first require the investment in capacity infrastructure on the Canadian Pacific Railway (CPR) calculated in the Red Rock study, now under way. The most significant, but by no means the sole cost element, would be the grade separated track approach to the east end of Minnesota Union Depot, and the related capacity improvements at Hoffman Avenue in the vicinity of Dayton's Bluff. Together, these would represent a cost of more than \$100 million. If the Red Rock project were already implemented, however, those costs would presumably already be covered. A "starter" level of service, such as the recreational service considered as a first increment in development of this line, might involve an investment in the \$22 – \$77 million range. This is subject to discussion with the CPR.
4. Between Saint Paul and Downtown Minneapolis, there are two principal alternative railroad alignments – the CPR/Minnesota Commercial alignment currently used by Amtrak, and the BNSF Railway's Midway Subdivision. These were evaluated in 2001 as part of the commuter rail alternative of the Central Corridor project. These railroad lines are congested with freight traffic; that is particularly true of the BNSF between Downtown Minneapolis, Minneapolis Junction and Saint Anthony Junction, which is just north of Midway Station. For a full commuter level of service, the 2001 study estimated a range of infrastructure costs of \$44 – \$68 million. A starter level of service might require

Red Wing Inter-city Passenger Service

less in the way of capacity improvements, perhaps \$19 – \$29 million, again subject to discussions with the BNSF and CPR Railways.

5. Minnesota Union Depot will have sufficient space to accommodate a Red Wing service of any type, including, in all likelihood, a small maintenance and storage facility which could be located there to keep capital investment costs as low as possible.
6. If it were desired to accommodate Red Wing or Duluth passenger service on weekdays in Downtown Minneapolis, it would be necessary to modify the present design of the Minneapolis Intermodal Station. The Northstar weekday service concept will require midday storage of four commuter trainsets in the station, occupying all station tracks and platform faces. The site is very constrained. Any additional trains serving the station on weekdays will require the construction of more tracks and platforms, and vertical circulation to and from street level, or, alternatively, a remote storage yard for Northstar equipment. On weekends, with reduced commuter rail service and no midday storage of equipment Downtown, it should be possible to operate other passenger train routes to Downtown Minneapolis.
7. The lack of passenger train capacity in Downtown Minneapolis is an urgent transportation concern that requires study in the context of region-wide and statewide passenger rail development potential.
8. If it is desired to implement a passenger rail service to Red Wing, the following factors would appear to suggest the desirability of an incremental development strategy based on a weekend-holiday concept as a first step:
 - Ridership potential is not high
 - A limited recreationally-oriented service could be operated with a single, smaller trainset and a two-person crew, keeping operating costs low
 - There would be several different ways to develop subsequent increments in a development strategy
9. A modest, weekend-only recreational service offering two trips per day between Minnesota Union Depot and Red Wing might require an initial capital investment in the range of \$31 – \$106 million, with an annual operating cost of \$3.5 – \$4.2 million, minus fairly modest ticket revenue.
10. It is emphasized that the analysis is based on only very limited discussions with the operating railroads. No agreement by them with these conclusions is implied. If there is any interest in pursuing this service, discussions with the BNSF Railway and CPR should be undertaken as early as possible.

**MAP 1 - DOWNTOWN TO DOWNTOWN CONNECTION
USING BNSF, MIDWAY SUBDIVISION**



DATE: 01/14/08
BY: J. J. JENSEN
CHECKED BY: J. J. JENSEN
APPROVED BY: J. J. JENSEN

No.	Date	Revisions

App.	DRAWING NAME
	DESIGNED BY
	CHECKED BY
	DATE
	PROJECT NO.

OK
LTK Engineering Services

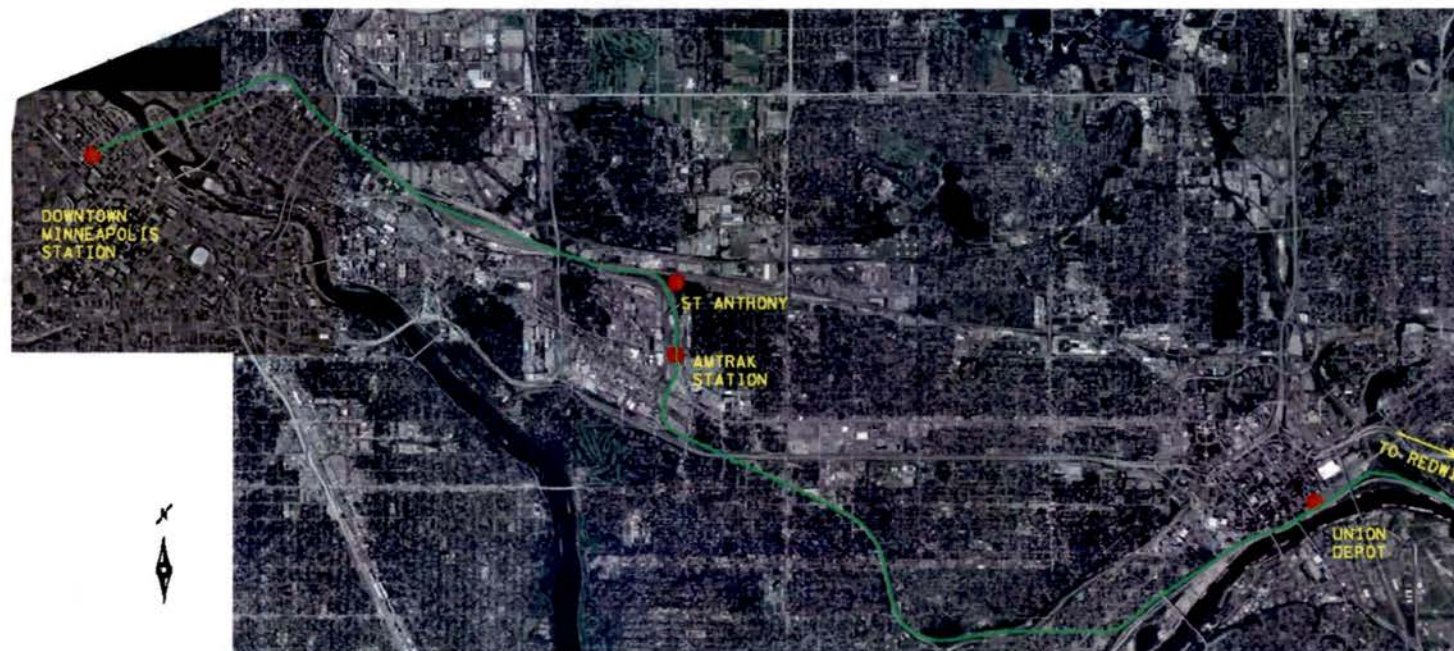
I HEREBY CERTIFY THAT THE PLAN, SPECIFICATIONS OR REPORT
HEREON PREPARED BY ME OR UNDER MY SUPERVISION AND
THEY ARE A TRUE AND CORRECT REPRESENTATION OF THE
WORK DONE BY ME OR UNDER MY SUPERVISION.



MINNEAPOLIS TO ST. PAUL
SHUTTLE STUDY

SHEET OF
SHEET NO.

**MAP 2 - DOWNTOWN TO DOWNTOWN CONNECTION
USING BNSF, MINNESOTA COMMERCIAL AND CPR**



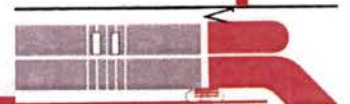
DATE: MONTH: YEAR: SHEET: OF: FILE:

No.	Date	Revisions	App.	DRAWING NAME		I HEREBY CERTIFY THAT THE PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A FULLY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. DATE: _____ BY ME: _____		MINNEAPOLIS TO ST. PAUL SHUTTLE STUDY	SHEET OF SHEET NO.
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			DRAWN BY:						
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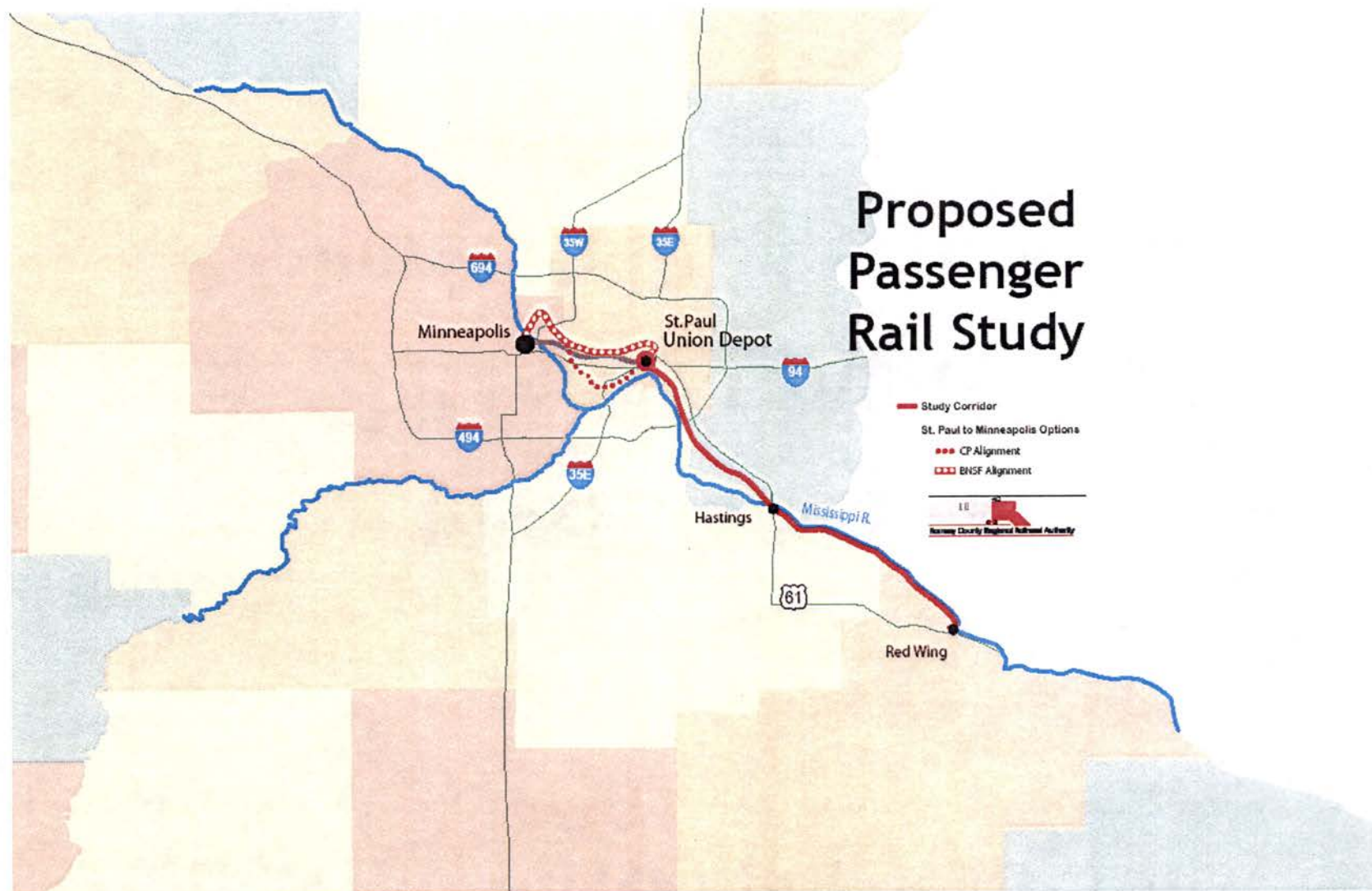
Red Wing Passenger Rail Study

Presentation to Ramsey County Regional Railroad Authority

February 2008



Proposed Passenger Rail Study



February 2008



Red Wing Passenger Rail Study

- ✱ RCRRA hired LTK to analyze passenger rail service from Minnesota's Union Depot to Red Wing, and from Minneapolis to St. Paul on to Red Wing
- ✱ A separate study analyzing passenger rail from Duluth to Minneapolis is concluding

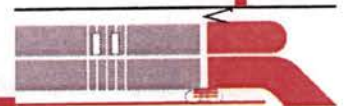


Red Wing Passenger Rail Study

Current Conditions

- ✿ Amtrak from St. Paul Midway operates once daily each way between Red Wing and St. Paul — 150
- ✿ No intermediate stops between Red Wing and St. Paul

February 2008



Red Wing Passenger Rail Study

Alignments and Stations Overview

MAP 1 - DOWNTOWN TO DOWNTOWN CONNECTION
USING BNSF, MIDWAY SUBDIVISION



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BY: [illegible]

No.	Date	Revisions

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DRAWN BY:
CHECKED BY:
DATE:
PROJECT NO.

ERT
Engineering Services

THIS MAP IS A PRELIMINARY STUDY
AND IS NOT TO BE USED FOR
CONSTRUCTION OR OTHER
PURPOSES WITHOUT THE
WRITTEN CONSENT OF ERT.

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FEET

MINNEAPOLIS TO ST. PAUL,
SHUTTLE STUDY

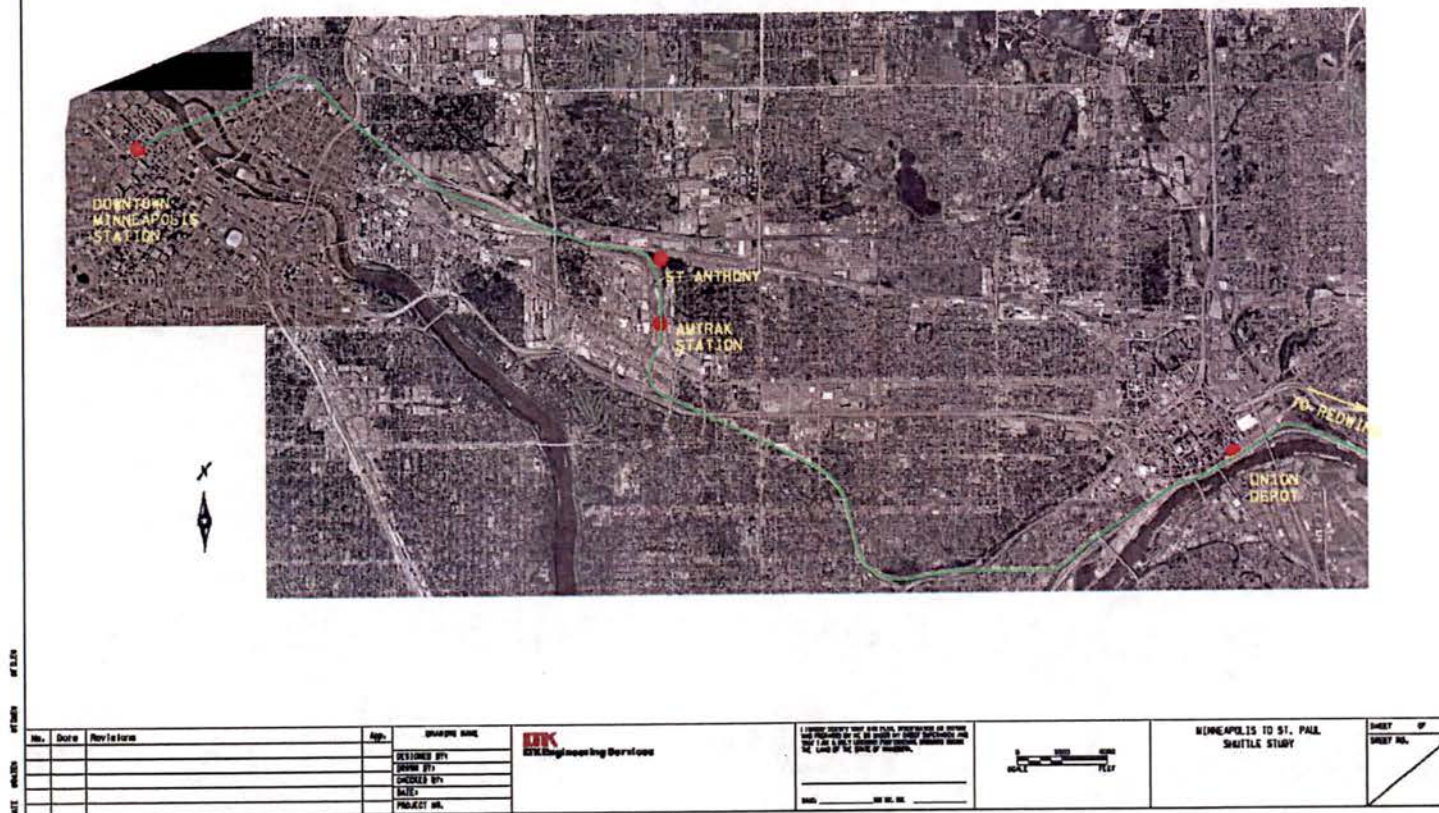
SHEET NO. 1 OF 1



Red Wing Passenger Rail Study

Alignments and Stations Overview

MAP 2 - DOWNTOWN TO DOWNTOWN CONNECTION
USING BNSF, MINNESOTA COMMERCIAL AND CPR

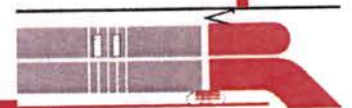


Red Wing Passenger Rail Study

Red Wing to Union Depot

- ✱ Canadian Pacific tracks are current Amtrak alignment; only option to Red Wing
- ✱ Stations:
 - ✱ Red Wing (current station)
 - ✱ Treasure Island (new)
 - ✱ Hastings (existing Depot, new)
 - ✱ Union Depot

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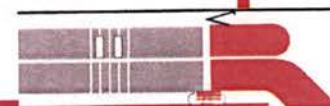


Red Wing Passenger Rail Study

Union Depot to Minneapolis

- ✱ Current Amtrak alignment through Midway and BNSF to Minneapolis (preferred)
- ✱ BNSF “Midway Subdivision” north of downtown St. Paul

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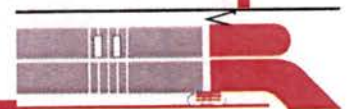


Red Wing Passenger Rail Study

Union Depot to Minneapolis Issues

- ✱ St. Anthony –Minneapolis requires significant investment — *Raymond Ave in St Paul*
- ✱ Minneapolis Intermodal Station is currently designed to accommodate Northstar trains
- ✱ Minneapolis station requires additional modification for storage or station tracks

Track capacity & signaling - switches need to be updated from hand thrown to auto

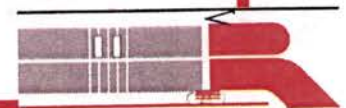


Red Wing Passenger Rail Study

Starter Service Concept

- ❖ Challenges for this service
- ❖ Recommending lower cost “starter service” on weekends—add two daily roundtrips from St. Paul to Red Wing with stops in Hastings and at Treasure Island

February 2008



Red Wing Passenger Rail Study

Starter Service Sample Schedule

.....

Read Down						Read Up	
			Miles	Station			
9:40 am	1:40 pm	Dp	0	St. Paul	Ar	12:10 pm	6:10 pm
10:25 am	2:25 pm	Dp	19	Hastings	Ar	11:25 am	5:25 pm
10:40 am	2:40 pm	Ar	32	Treasure Island	Dp	11:10 am	5:10 pm
10:50 am	2:50 pm	Ar	40	Red Wing	Dp	11:00 am	5:00 pm

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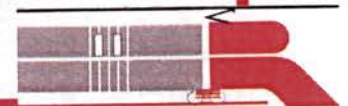


Red Wing Passenger Rail Study

Starter Service Concept

- ✱ Fare: \$13 one-way *Trad. model - no weekend*
- ✱ Ridership: 5,100-15,800 annually *- Rail Bias*
- ✱ Capital costs: \$41 to \$106 million *- per yr?*
20
- ✱ Operating cost: \$3.5 million -

February 2008



Red Wing Passenger Rail Study

Starter Service Concept

- ✱ Adding weekend service to Minneapolis would cost:
 - ✱ Additional \$19 to \$29 million in capital costs
 - ✱ \$4.2 million for operating costs



Red Wing Passenger Rail Study

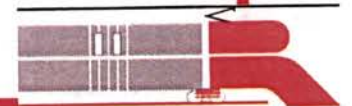
Recommendations

❖ Consider service when:

- ❖ Northstar commuter rail begins in late 2009
- ❖ If Duluth to Minneapolis route is developed
- ❖ If changes occur at federal level for passenger rail funding

- New Program from FRA
30 mil 50/50 match for States -

February 2008



Speiker, Terry

From: Morris, Steve
Sent: Friday, February 22, 2008 8:44 AM
To: 'sen.scott.dibble@senate.mn'; Hausman, Rep Alice
Cc: Twa, David; Speiker, Terry; Riley, Nick; Mayasich, Timothy; McDonough, Jim; Kleinschmidt, Julie
Subject: Follow-up from February 21 meeting with Senator Dibble on Central Corridor Funding

Attached is a brief description of funding required for Central Corridor with the 10% share from the Counties.

Senator Dibble, you asked about other transit projects requesting federal funding.

The New Starts Report for FY 2009 was issued by FTA this month.

It reports 17 existing or pending Full Funding Grant Agreements (FFGA) that will require the available \$1.4 billion in New Starts funding for FY 2009.

The FFGA is a multi-year federal commitment to annual funding amounts from the New Starts program. After FY 2009, these projects will have over \$3 billion due from FTA spread over the next several years.

As FFGA's are completed each year, there is room for only a few new projects to receive FFGA's.

There are four projects in final design moving toward an FFGA.

Ten projects, including Central Corridor, are in preliminary engineering.

FTA no longer reports on projects in preliminary planning phases but they have historically ranged between 60 and 100.

You also asked about FTA's financial rating for projects.

FTA uses a five tier ranking system to rate projects under a variety of criteria. For projects entering final design (Central will make this request in August, 2008), the capital funding ratings are as follows:

High - 100% of Non-Section 5309 New Starts funds are committed or budgeted

Medium-High - Over 75% of Non-Section 5309 New Starts funds are committed or budgeted

Medium - Over 50% of Non-Section 5309 New Starts funds are committed or budgeted

Medium-Low - Between 25% and 50% of Non-Section 5309 New Starts funds are committed or budgeted

Low - Under 25% of Non-Section 5309 New Starts funds are committed or budgeted

The bad news is that the FTA has made it increasingly difficult for projects to get in the 'pipeline' and stay there.

The good news is that Northstar has an FFGA and Central is in preliminary engineering while many other projects have dropped out.

If you need more information, please let us know.

Steve Morris
RCRRA
651 266-2784



CC Funding
10%.doc

**Central Corridor Funding Needs
February 21, 2008
10% Share from Counties**

Assumptions:

- \$900 million Budget
- \$450 million Federal Transit Administration
- \$360 million State/Regional
- \$90 million Counties (Ramsey - \$63 million, Hennepin - \$27 million)

At least one-half of the non-federal \$450 million must be committed by August 2008 to meet Federal requirements.

The other \$225 million must be committed by August 2009 to allow Federal construction funding to begin in 2010.

For 2008, the commitment should be:

\$100 million State bonding
\$13 million prior State bonding
\$22 million from new regional transportation funding
\$90 million Counties' share
\$225 million total

For 2009, the commitment should be:

\$225 million from the new transportation bill

Springsted

Springsted Incorporated
650 Jackson Street, Suite 210
Saint Paul, MN 55101-2587
Tel: 651-223-3000
Fax: 651-223-3002
www.springsted.com

February 22, 2008

Mr. David Twa, Ramsey County Manager
Ms. Julie Kleinschmidt, Ramsey County Finance Director
Ramsey County
270 Courthouse
15 West Kellogg Boulevard
Saint Paul, MN 55102

RE: **Advance Funding of Regional Rail Central Corridor**

Dear Mr. Twa and Ms. Kleinschmidt:

The County Regional Railroad Authorities (RRAs) have received a request that they fund their component of the Central Corridor expense in advance of receiving a commitment from the State to fund its share of the project. Based on 2/21/08 legislative action, the counties share is estimated at \$90 million (Ramsey County RRA \$63 million and Hennepin County RRA \$27 million) and the State share is estimated at \$360 million. Springsted Incorporated has been asked to offer comments on this proposed approach. There are several perspectives from which to address this.

Best Practice/Fiduciary Responsibility

Best practice in the issuance of debt would always discourage securing financing before essential components of a project are in place. In this case, the RRAs are relying on the State to provide essential approvals and roughly 75% of the funding for the project. In addition to answering to the taxpayers on why such a risk would be taken, the RRAs will need to explain to the rating agencies why this action is prudent in light of the lack of a commitment for the majority of the project funds.

Financial

Federal regulations that apply to tax exempt bonds discourage their issuance before they are actually needed. Based on discussion with staff on timing issues, it would seem on the face of this proposed issuance that the major threshold federal requirements will be met.

Having said that, however, there are other financial aspects of the proposed financing that argue against funding in advance of a commitment from the State:

1. The suggestion has been made that the RRAs' bond money be used first to fund project expenditures. Without the commitment of State funds, this puts the RRAs in a position of potentially spending their proceeds and not ending up with a completed project. In any environment, this would be difficult to explain to taxpayers, but in this particular environment it will be more challenging than ever.
2. In the event that the RRAs issue bonds and the project does not move forward - leaving the bond proceeds untouched - the RRAs have limited options to "unwind" the bond issue. One such option would be to employ an unusual call feature to allow the RRAs to redeem the bonds within a year or two of issuance in the event the project is abandoned. This would be an expensive option, raising the interest rate charged for the life of the bond issue, increasing total interest cost, and adding to the negative arbitrage expense by increasing the monthly negative arbitrage described below to about \$206,000/month until the bonds could be called.
Alternatively, the RRAs could issue variable rate bonds to limit the negative arbitrage exposure and permit the bonds to be called at virtually anytime. Neither the RRAs nor Ramsey County have issued this type of bond in the past and the willingness and reasonableness of the RRAs to accept the interest rate risk involved in such a large variable rate transaction would need to be evaluated.
3. Borrowing in this market environment in advance of project expenditures will cause the RRAs to incur negative arbitrage expense. Bloomberg today lists a 20-year Aaa tax exempt yield at 4.64% and short term Treasuries at roughly 2.00%. This spread on \$90 million results in a negative arbitrage cost of about \$195,000/month for every month that bonds are issued prior to when they are needed.

In summary, it is hard to build an argument for issuance of debt before necessary commitments are in place for the project. It violates basic sound financing practices and will present RRAs with financing challenges and difficult discussions with tax payers and rating agencies.

Sincerely,



Kathleen A. Aho, CIPFA
President

dww

cc: Ramsey County Commissioners