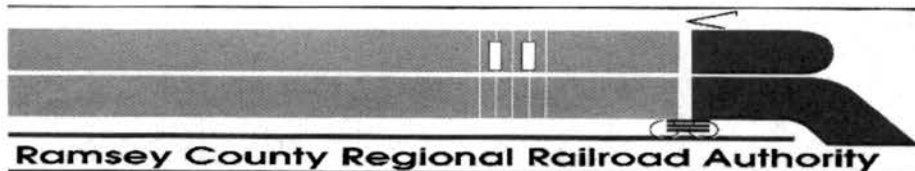




Ramsey County Regional Railroad Authority.
Records.

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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

December 16, 2008

Immediately following the County Board Meeting
Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the December 16, 2008 Board Meeting is presented for approval.

MINUTES of the November 18, 2008 Board Meeting is presented for approval.

MINUTES of the November 25, 2008 Board Meeting is presented for approval.

POLICY AGENDA

1. Approve Central Corridor alignment in Union Depot area

ADMINISTRATIVE AGENDA

2. Approve the 2009 tax levy in the amount of \$19,938,811 for the Ramsey County Regional Railroad Authority
3. Approve Requests for the Reauthorization of SAFETEA-LU and Federal Fiscal Year 2010 Funding Requests
4. Approve Subordinate Funding Agreement (RCRRA-2) with the Metropolitan Council for Central Corridor Preliminary Engineering Staff Support for January 1, 2009 to August 31, 2009
5. Approve Second Amendment to the Professional Services Agreement with URS Corporation for Union Depot Conceptual Engineering and Environmental Assessment Services
6. Approve Consultant Services Agreement with Thompson Coburn LLP for legal assistance on the Union Depot and Central Corridor projects
7. Approve Amendment 1 to Agreement with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for Intergovernmental Relations Assistance

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 18, 2008

The Ramsey County Regional Railroad Authority met on Tuesday, November 18, 2008, in the Council Chambers, Third Floor Court House.

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

MEMBERS ABSENT: None

Chair McDonough called the meeting to order at 10:45 AM

AGENDA

Commissioner Rettman moved approval of the Agenda of the November 18, 2008 Board Meeting, seconded by Commissioner Reinhardt.

Commissioner Rettman asked that an update on the Final Environmental Impact Statement and whether they will take a stance on it be added to the agenda.

Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7.
Nays – 0. Motion accepted.

MINUTES

Commissioner Carter moved approval of the Minutes from the November 4, 2008 Board Meeting, seconded by Commissioner Parker. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

1. **Intercity Passenger Rail and State Rail Plan Presentation by the Minnesota Department of Transportation**

Mike Schadauer, Director of the Office of Transit for the Minnesota Department of Transportation (MnDOT), began the presentation on the Intercity Passenger Rail and State Rail Plan. He explained his presentation covers five topics providing a background on Intercity Rail and where it presently stands. Bill Gardner, Director of MnDot's Office of Freight and Commercial Vehicle Operations, would proceed with the status of the Statewide Rail Plan.

Mike Schadauer began with a discussion on the various definitions of Intercity Rail explaining that Traditional Intercity Rail runs less than 80 mph and is the service

Minnesota has today. There are proposals to transform this service to high speed rail by incrementally improving it until it reaches a maximum speed of 110 mph. However, this speed does not meet the Federal Railroad Administration's (FRA) definition of high speed rail. The FRA does not identify a rail corridor as 'high speed' until it reaches 124 mph, which has lead to confusion regarding what to call 110 mph service. Additionally, the FRA requires upon exceeding 124 mph, a rail corridor must be completely grade separated. The only corridor in the country that meets the FRA high speed rail definition is the Northeast Corridor between Boston and Washington DC.

Next, Mr. Schadauer discussed the existing Minnesota service provided by Amtrak's Empire Builder. This route provides one daily trip in each direction and connects the Twin Cities with Chicago and Seattle/Portland. Travel time on this route is about 8 hours from the Twin Cities to Chicago and 37 hours from the Twin Cities to Seattle/Portland.

Mike Schadauer proceeded to talk about the Federal Railroad Administration's (FRA) programs for intercity rail funding and their award of \$30 million to 15 projects in 2008 under the Intercity Passenger Rail Service Program. All the projects received matching local funding that was at least equal to the federal funding awarded and the funding was specifically for "projects that reduce delays and expand capacity on intercity passenger rail routes or establish new service where none exists". A second federal funding source is the Railroad Safety Enhancement Act of 2008, a safety law that includes several passenger rail funding initiatives, including a six year reauthorization of Amtrak and 80% federal funding for Intercity Rail capital assistance. The 80% federal funding needs to be matched with 20% local funding, but will provide \$1.9 billion between 2009 and 2013 for building, engineering, completion of state rail plans, and procurement of insurance. An additional funding source that impacts Minnesota is Congestion Grants, which authorize a provision of \$325 million to states or Amtrak in cooperation with states between 2010-2013. This funding is specifically for "financing the capital costs of facilities, infrastructure, and equipment for high priority rail corridor projects necessary to reduce congestion or facilitate ridership growth in intercity rail passenger transportation". Finally, since Minnesota has a designated High Speed Rail route (Twin Cities to Chicago), it is eligible to receive a portion of the \$1.5 billion in funding that is authorized under this Act for "acquiring, constructing, improving or inspecting equipment, track or track structures or a facility of use in or for the primary benefit of high speed rail service".

Discussion ensued regarding the confusion surrounding the definition of High Speed Rail. Commissioner Reinhardt said the difference between high speed rail and passenger rail is confusing, especially when the route between the Twin Cities and Chicago is referred to as high speed rail but does not actually fit the definition.

Mike Schadauer agreed it is confusing and explained even congress and the FRA have different definitions for the terms. To clarify, Mike Schadauer said he is talking about passenger rail and that MnDOT is trying to improve the speed such as the Twin Cities-

Chicago route. He said it may take a while before everyone uses the terms in the same way.

Commissioner Reinhardt suggested to the Board that, as a Railroad Authority, they refer to the Twin Cities-Chicago as high speed rail when presenting to the legislature, as long as it is consistent with how it is viewed.

Mike Schadauer continued with his presentation by identifying intercity rail projects in Minnesota, including the Midwest Regional Rail Initiative (MWRRI). This system is envisioned to provide passenger rail service as speeds of up to 110 mph and includes a route between Twin Cities to Chicago.

Commissioner Rettman asked for clarification on whether Mike Schadauer meant Minneapolis or St. Paul when he talked about high speed rail service to the Twin Cities.

Chair McDonough said the MWRRI defines the Chicago to the Twin Cities route as Chicago to St. Paul. He also said the upgrades from Chicago to Milwaukee were funded by the Wisconsin Department of Transportation and there has not been any funding at the federal level to pay for those upgrades. With the passage of the recent federal legislation, the picture will hopefully change and federal funds will be available to help states pay for the upgrades.

Mike Schadauer continued his explanation of the MWRRI, explaining it is a nine state system centered on Chicago and will receive \$300,000 out of the \$30 million made available by the FRA for matching local investment in rail capacity enhancements. The \$300,000 will be used for continued planning of the corridor including Alternative Analysis, updating cost estimates, signaling equipment and outreach for the MWRRI. The current cost estimate for the Chicago to St. Paul leg is \$1.86 billion in 2002 dollars with Minnesota's portion estimated at \$400 million. This estimate includes the leg from Milwaukee to Green Bay, Wisconsin. Completion of improvements in the St. Paul to Chicago corridor would reduce the current 8 hour travel time by 2 ½ hours. Mike Schadauer added that MnDOT's participation in the MWRRI has been approximately \$20,000 a year over the last 5-6 years.

Mike Schadauer then detailed the Northern Lights Express project, which would run from Duluth to Minneapolis at proposed speeds of up to 110 mph. The proposed travel time is 2 hours for a one way trip. This project received \$1.1 million of the \$30 million from the FRA for a Programmatic Environmental Impact Statement (EIS). Early reports on the project suggested it would cost \$362-394 million in 2006 dollars but recent communication suggested that more money would be needed to upgrade some of the track, especially south of Duluth, in order to accommodate the speed goal.

Commissioner Reinhardt commented it may be more cost effective for this rail line to come into St. Paul instead of Minneapolis because of the added cost for track upgrades.

Mike Schadauer moved on to mention that the City of Rochester, MN has expressed interest in a connection to intercity rail and participating in the MWRRI. He said a connection to Rochester has not been identified and that it could be a major investment to create a direct route from St. Paul or Minneapolis to Rochester.

Chair McDonough commented that based on recent communication he had with Rochester, there is no real plan for developing a rail line right now as was displayed in Mike Schadauer's presentation.

Mike Schadauer said another important factor in intercity rail for Minnesota will be the St. Paul Union Depot, which received a \$50 million grant from the Federal Highway Administration (FHWA) to make it a multi-modal hub. He said the plan is to get Amtrak and buses into the Depot by 2012, Central Corridor Light Rail Transit (LRT) would serve it by 2014, and then add the MWRRI and others in the future.

Mike Schadauer then talked about the American Association of State, Highway and Transportation Officials (AASHTO) proposal for intercity rail as part of the federal transportation bill set for reauthorization in 2009. AASHTO has proposed to double the funding to \$5 billion or more per year for intercity rail improvements during the six year life of the reauthorization. Maps detailing their proposals show that by 2015 the MWRRI would be in place including an alignment to Duluth, by 2030 alignments would be extended throughout the country, and by 2050 an alignment would connect the Twin Cities to Omaha.

Bill Gardner, Director of MnDOT's Office of Freight and Commercial Vehicle Operations, took over the rest of the presentation and discussed the Statewide Rail Plan that the Legislature directed Mn/DOT to complete. The existing Plan was developed in 1994 and included only freight rail considerations. The new plan will include both freight and passenger rail. A listening session was hosted by the Commissioner of Transportation on October 3 to hear from key stakeholders and gain ideas about their expectations for Rail Plan and what it should address. Bill Gardner then described the Potential Plan Elements, saying that there is a need to develop a common and coherent vision for rail in Minnesota, establish investment needs, identify a system of service to passengers to include all of the components - LRT, commuter rail, intercity rail, high speed rail, and focus on the important connections and pieces of that overall system. He said an issue they need to address, particularly on the freight side, is the role of the private sector verses the public sector. Another element in the Plan is setting priorities, which still need to be defined. He said they will be working with the advisory committees and the consultants to layout a framework for establishing the priorities. Bill Gardner said another important element in the Plan is institutional guidance, which is how they work together better across jurisdiction. The final element of the Plan is funding, identifying both public and private funding sources that will be their likely targets for improving the system.

Bill Gardner explained they are in the process of developing a Request for Proposals for Professional Services, which would likely be released in mid December. It was

originally estimated that the Plan would take a year and a half to complete, but they are now aiming for its completion in 10 months. The plan would incorporate national resources and experience and maintain compliance with the emerging guidelines from the Federal Railroad Administration to assure its eligibility for future federal funding. Project stakeholders will be included on a Policy Advisory Committee that will consist of regional rail authorities, corridor coalitions, freight railroads, and other impacted parties. The Plan will be done on a dual track, with one section focusing on freight service and the other on passenger service. Dual Technical Advisory Committees will be brought together at two points to talk about issues of mutual concern. They will also implement an extensive Public Outreach Program, which will include meetings across the state, a website, and other techniques. Public Outreach will not only allow the project team to get input, but also allow people to be part of the decision making process.

Finally, Bill Gardner talked about the establishment of a new working group called a Rail Transportation Forum, which would represent organizations with current or potential rail projects and coordinate and support responses to solicitations and other initiatives. They would also provide ongoing forum for state rail issues.

Chair McDonough commented that the RCRRA has always been supportive of passenger rail service and has always agreed that the Midwest Regional Rail Initiative's high speed rail line from Chicago to St. Paul is a high priority line. The RCRRA believes this line should serve the Union Depot, allowing it to continue the transportation role it served in the 1920s. With federal dollars already allocated and the commitment of RCRRA to use local dollars on the Union Depot, planning should continue to move forward. The need now is for Amtrak to commit and work with RCRRA in the redevelopment of the Union Depot. He said while it is important to identify existing and new passenger rail routes, it is also important to identify how these lines will work together and where they will connect. This is why it is so important to continue to keep the Union Depot at the forefront of station planning. Chair McDonough offered Bill Gardner the RCRRA's assistance with the integration of the Union Depot into the State Rail Plan.

Bill Gardner responded that it will be one of this issues that will be looked at in the Plan.

2. **Authorize staff to develop a Joint Powers Agreement for the Minnesota portion of the Twin Cities to Chicago High Speed Rail Corridor**

Chair McDonough introduced the following resolution and explained that the Board voiced their support of this corridor earlier. He said as the state of Minnesota has not made an investment to move any regional rail projects forward and it is clearly time to move forward on a Joint Powers Agreement to help this corridor become a high speed rail corridor.

Commissioner Ortega moved approval, seconded by Commissioner Parker.

Commissioner Bennett commented that they should put some emphasis on getting some money from the state for the Red Rock Corridor.

Chair McDonough responded that they always had a state bonding request for high speed rail and believed that the last request was \$10 million to help develop that portion. He also said that Red Rock is referred to as Red Rock/High Speed Rail.

Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Nays — 0. Motion accepted.

WHEREAS, The Midwest Regional Rail Initiative has identified a High Speed Rail corridor between the Twin Cities and Chicago; and

WHEREAS, the identified Corridor enters Minnesota at La Crescent and travels northwest along the Canadian Pacific Railway track to the Union Depot in downtown St. Paul; and

WHEREAS, Federal Funds have been authorized for the development of high speed rail corridors throughout the country; and

WHEREAS, to be eligible for federal funds a corridor must be identified in a State Rail Plan; and

WHEREAS, the Minnesota Department of Transportation is currently undertaking the development of a state rail plan that includes high speed rail corridors; and

WHEREAS, local government involvement in corridor development and implementation is important to the successful implementation of high speed rail in Minnesota; and

WHEREAS, the development of a joint powers agreement is the best way to ensure local government involvement. Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority directs its staff to begin discussions on the development of a draft joint powers agreement for the Minnesota High Speed Rail Corridor connecting the Twin Cities to Chicago with staff from Dakota County, Goodhue County, and Washington County Regional Railroad Authorities; and Be It Further.

RESOLVED, that once a joint powers agreement is drafted, the agreement shall be brought to the Regional Railroad Authority prior to its finalization.

3. **Authorize Funding for Rush Line Commuter Coach Service**

Commissioner Reinhardt introduced the following resolution and moved its approval, seconded by Commissioner Ortega.

Chair McDonough stressed that they are asking all four counties to make their commitment in the resolution but are sending a strong message to the rest of the counties that they are supportive and ready to move forward when everyone else is.

Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6.
Nays — 0. Motion accepted.

WHEREAS, The Rush Line Corridor originates in St. Paul and travels north to Hinckley; and

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

WHEREAS, the Rush Line Corridor Task Force has approved a commuter coach service plan for coach bus service from the Forest Lake Area to the Union Depot in downtown St. Paul; and

WHEREAS, the identified service plan includes four morning and four afternoon trips with stops in the Forest Lake and White Bear Lake Areas; and

WHEREAS, the Rush Line Corridor Task Force is planning for the initiation of service in early 2009; and

WHEREAS, the estimated yearly operating cost for the service is \$794,000; and

WHEREAS, the estimated cost not covered by the fares or federal funds is \$472,200; and

WHEREAS, at its September 18, 2008 meeting the Rush Line Corridor Task Force requested that Anoka, Chisago, Ramsey, and Washington County split the \$472,200 equally; and

WHEREAS, Chisago County has acted to provide its quarter share (\$118,050) of the cost and both Anoka and Washington Counties are expected to take action on the Task Force's request by December 9, 2008. Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority provides \$118,050 for the establishment of a one-year Commuter Coach demonstration route from the Forest Lake Area to the Union Depot in downtown St. Paul with a stop in the White Bear Lake Area; and Be It Further

RESOLVED, that Ramsey County Regional Railroad Authority funds will only be made available upon the provision of the full \$118,050 in funding from Anoka, Chisago, and Washington County.

4. **Authorize staff to develop a Joint Powers Agreement for the I-94 Corridor**

Chair McDonough introduced the following resolution and commented that they all recognize the strength of this corridor as one of the highest traveled corridors in the metropolitan area. He said as the Metropolitan Council moves forward with amending the 2030 Plan, it should be recognized that I-94 is a critical component of that Plan. Therefore, it makes sense to start working with Washington County on a Joint Powers Agreement.

Commissioner Parker moved its approval, seconded by Commissioner Ortega.

Commissioner Bennett suggested amending the resolution so that the Corridor was not limited to downtown St. Paul. He suggested that an extension to the Minneapolis/St. Paul airport may be appropriate.

Commissioner Reinhardt responded that they are talking about simply putting together a Joint Powers Agreement that will come back to them for approval.

Chair McDonough suggested that they not get stuck on defining the corridor before they have the Joint Powers Agreement.

Commissioner Reinhardt commented that Red Rock, Rush Line and even Central Corridor have all changed and evolved since the beginning of their planning and said that this is the beginning stage. She said it may end up being larger but they need to have a base established.

Chair McDonough commented that it is important to determine what makes sense in moving forward to get the corridor developed. He said this will be part of the work they do with Washington County, on both ends of the corridor, to help define what it will look like.

Commissioner Reinhardt agreed that this is the base from which they can build on either end.

Chair McDonough added that they do not need to amend the resolution to move forward.

Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6.
Nays — 0. Motion accepted.

WHEREAS, The I-94 Corridor currently carries over 130,000 vehicles at day at Trunk Highway 52 and 110,000 vehicles a day at I-694; and

WHEREAS, The Draft 2030 Transportation Policy Plan shows that Traffic and congestion are forecast to increase substantially by 2030 resulting in the entire length of I-94 from downtown St. Paul to the St. Croix River being congested in 2030; and

WHEREAS, The Draft 2030 Transportation Policy Plan identifies the I-94 Corridor as a Transitway Corridor in need of analysis; and

WHEREAS, this analysis is needed to identify how mobility can be maintained and improved in the I-94 Corridor; and

WHEREAS, transitway analysis has been completed on similar Ramsey County transitway corridors including the Red Rock and Rush Line by the Ramsey County Regional Railroad Authority and its partners; and

WHEREAS, this partnership has been formalized through joint powers agreements. Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority directs its staff to begin discussions on the development of a draft joint powers agreement for the I-94 Corridor with staff from the Washington County Regional Railroad Authority; and Be It Further.

RESOLVED, that once a joint powers agreement is drafted, the agreement shall be brought to the Regional Railroad Authority prior to its finalization.

5. **Commission Rettman's proposed 2009 Budget Addendum**

Commissioner Rettman introduced her proposal by explaining when she and the Commissioners took the County Transit Improvement Board (CTIB) vote to authorize the .25% sales tax, she hoped that they would consider lowering the levy in order to give some tax relief. She said Regional Rail does not have the levy limit so that if it is lowered now, it can be taken up later.

Commissioner Rettman made a motion to lower the levy now. There was no second. Motion was not accepted.

Chair McDonough introduced item 6, which would be a discussion on the Final Environmental Impact Statement (FEIS), as requested by Commissioner Rettman.

Commissioner Rettman said she was aware the Metropolitan Council was currently setting up several meetings or public hearings on the FEIS, and said she has not yet

seen the document. She suggested they ask to receive the document, if they are going to take a stance on it.

Chair McDonough asked Steve Morris, RCRRA Transit Project Manager, to clarify the FEIS process.

Steve Morris explained the meetings being held by the Metropolitan Council are not public hearings and the RCRRA has not seen any final documents. Met Council is in negotiation with FTA to develop the Final Environmental Impact Statement document, which should be released some time after the first of the next year. He said he believed the purpose of the meetings is to talk to the public about how the project design has progressed since the Supplemental DEIS and the original DEIS as they are preparing for the FEIS. He said a draft document would be shared with the Board when the RCRRA receives one.

Commissioner Rettman quoted the November 2008 edition of "Making Tracks" when it said, "Five open houses will be held in December to gather public comments for the Final Environmental Impact Statement on the Central Corridor Light Rail Project... The purpose of the FEIS includes identifying the preferred route alternative, disclosing impacts not disclosed in the Draft Environmental Impact Statement, describing mitigation measures and documenting and responding to substantive comments".

Steve Morris responded they are not having public hearings at this time, but rather public meetings and open houses.

Chair McDonough asked the RCRRA to find out what the FEIS process entails and to inform the Board when they have that information.

Meeting adjourned at 11:33 AM

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 25, 2008

The Ramsey County Regional Railroad Authority met on Tuesday, November 25, 2008, in the Council Chambers, Third Floor Court House.

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

MEMBERS ABSENT: Commissioner Jan Parker

Chair McDonough called the meeting to order at 9:15 AM

AGENDA

Commissioner Ortega moved approval of the Agenda of the November 25, 2008 Board Meeting, seconded by Commissioner Reinhardt.

Roll Call: Ayes – Bennett, Carter, Ortega, Reinhardt, Rettman, McDonough – 7. Nays – 0. No Vote - Parker, Motion accepted.

1. Request bonding for projects from the 2009 Legislative session

Chair McDonough explained that the Ramsey County Regional Railroad Authority bonding requests, \$9,000,000 to match federal funding for the Union Depot Intermodal Transit and Transportation Hub; \$1,000,000 for Rush Line infrastructure; \$1,000,000 for the I-94 East Corridor; \$10,000,000 for High Speed Rail, are not necessarily amounts that ended up any of the bonding bills that were vetoed last year but are original amounts that were requested.

Commissioner Ortega moved approval of the bonding requests for projects from the 2009 Legislative session, seconded by Commissioner Reinhardt.

Commissioner Rettman asked when they would receive the write up of the items from the Legislative Committee packet.

Chair McDonough responded that he believed the write up was done.

Tim Mayasich, Director of Ramsey County Regional Rail Authority, commented that the Regional Railroad Authority's bonding request write ups were sent to their government relations staff yesterday, November 24th, and are being processed.

Commissioner Rettman asked if they would have the write ups by the time the Legislative packet came to the County Board for final approval.

Tim Mayasich replied that the County Board will receive them before the Board requests action.

Nick Riley, Senior Intergovernmental Relations Coordinator for Ramsey County addressed the Board to confirm the process. The Board would approve the bonding proposals today, allowing for the proposals' inclusion in the County Board's legislative packet, which would be brought to the Board for final approval.

Chair McDonough asked Nick Riley to email the write ups to the Commissioners.

Commissioner Rettman inquired if the \$8.5 million was being requested by the Metropolitan Council and if it would be listed appropriately.

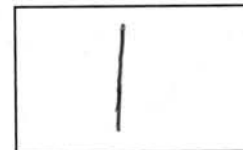
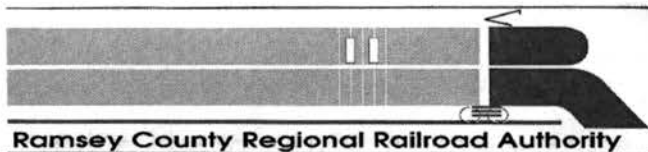
Chair McDonough confirmed that the Met Council would be making that request and that the Board would keep supporting it.

Commissioner Reinhardt clarified that it was simply a placeholder on the Legislative agenda.

Roll Call: Ayes – Bennett, Carter, Ortega, Reinhardt, Rettman, McDonough – 7. Nays – 0. No Vote - Parker, Motion accepted.

Chair McDonough added that at the Legislative Committee meeting last week, they discussed developing language to take a clear position and ensure that the new dedicated funding for transit in the community is used to increase capacity and improve the system.

The meeting adjourned at 9:20 AM.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 12/16/08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Approve Central Corridor alignment in Union Depot area.

EXECUTIVE SUMMARY

On November 25, 2008, the Ramsey County Regional Railroad Authority (RCRRA) held a workshop to discuss project development activities concerning the Central Corridor light rail line and the Union Depot Multimodal Transportation and Transit Hub.

Staff from the projects reported on developments since the municipal consent plans were approved in June of 2008. Major issues discussed were:

1. Cost and soil conditions affecting the operations and maintenance facility
2. Ability to construct a future light rail station under the concourse at the Depot
3. Accommodation of future high speed rail at the Depot
4. State Historic Preservation Office concerns

ACTION REQUESTED

1. Approve change to the municipal consent alignment to provide service on 4th Street to the front of the Depot and continuing to an operation and maintenance facility on the Diamond Products site
2. Approve that this alignment meets RCRRA's continuing commitment to developing a station under the concourse
3. Approve that the RCRRA will use its property in the area as part of its Union Depot development, instead of donating it to the Central Corridor project.

SUBJECT: Approve Central Corridor alignment in Union Depot area.

ATTACHMENTS:

Draft Resolution

PREVIOUS ACTION:

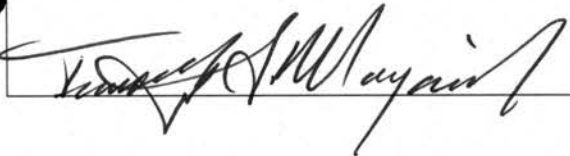
Approved Central Corridor PE funding agreement, June 5, 2007

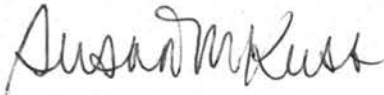
Approved amendment to PE funding agreement, January 22, 2008

Approved Central Corridor municipal consent plans, June 24, 2008

COUNTY MANAGER'S COMMENTS:

SUBJECT: Approve Central Corridor alignment in Union Depot area.

Regional Railroad Authority – Authorized Signature	Date
	12/10/08

Budgeting & Accounting – Authorized Signature	Date
	12/9/08

County Attorney – Authorized Signature	Date
	12/9/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

Subject: Approve Central Corridor alignment in Union Depot area.

Draft Resolution

1 WHEREAS, The Ramsey County Regional Railroad Authority is committed to the
2 development of an effective and efficient Union Depot Multimodal Transportation and Transit
3 Hub, and
4

5 WHEREAS, The Ramsey County Regional Railroad Authority has supported
6 development of a Central Corridor light rail line that provides service to Union Depot under the
7 concourse; and
8

9 WHEREAS, The Ramsey County Regional Railroad Authority has agreed to provide
10 some of its property for the operating and maintenance facility for the project; and
11

12 WHEREAS, The previously approved preliminary engineering funding agreement for the
13 project required analysis of options that would allow a future station under the Depot concourse:
14 and
15

16 WHEREAS, Analysis conducted independently by Ramsey County Regional Railroad
17 Authority staff and consultants and Central Corridor project staff and consultants has identified
18 a 4th Street light rail alignment to a operation and maintenance facility at Diamond Products and
19

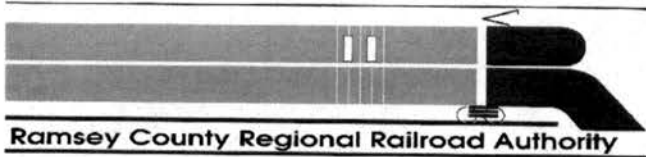
20 WHEREAS, Analysis conducted independently by Ramsey County Regional Railroad
21 Authority staff and consultants and Central Corridor project staff and consultants has
22 determined that the line can be extended via Broadway to a station under the concourse; now,
23 therefore, be It
24

25 RESOLVED, That the Ramsey County Regional Railroad Authority approves a change to
26 the municipal consent alignment to provide service on 4th Street to the front of the Depot and
27 continuing to an operation and maintenance facility on the Diamond Products site; and be it
28 further
29

30 RESOLVED, That the Ramsey County Regional Railroad Authority approves that this
31 alignment meets Ramsey County Regional Railroad Authority's continuing commitment to
32 developing a station under the concourse; and be it further
33

34 RESOLVED, That the Ramsey County Regional Railroad Authority approves that the
35 Ramsey County Regional Railroad Authority will use its property in the area as part of its Union
36 Depot development instead of donating it to the Central Corridor project.

4



2

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 12/16/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve the 2009 tax levy in the amount of \$19,938,811 for the Ramsey County Regional Railroad Authority

EXECUTIVE SUMMARY

Ramsey County Regional Railroad Authority (RCRRA) certified a proposed maximum tax levy of \$19,938,811 for 2009 on September 9, 2008. The proposed levy is a 0% increase from last year's levy of \$19,938,811.

The budget for 2009, which was adopted on December 18, 2007, is \$32,708,558.

Significant events, which influence the levy and 2009 budget are:

1. Installment payments for acquisition of the Union Depot Concourse;
2. Preliminary engineering for Minnesota's Union Depot;
3. Preliminary engineering and final design for the Central Corridor light rail transit line;
4. Operating building costs such as security and utilities of the Union Depot.

The 2009 RCRRA budget is consistent with the plan for capital improvements that the RCRRA agreed to in 2005.

ACTION REQUESTED

- 1) Approve the 2009 tax levy in the amount of \$19,938,811.

1

SUBJECT: Approve the 2009 tax levy in the amount of \$19,938,811 for the Ramsey County Regional Railroad Authority

ATTACHMENTS:

- 1) Proposed Resolution
- 2) 2009 Budget

PREVIOUS ACTION:

RCRRA adopted the 2009 budget of \$32,708,558 on December 18, 2007 and certified a proposed maximum levy of \$19,938,811 for 2009 on September 9, 2008.

COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

2

SUBJECT: Approve the 2009 tax levy in the amount of \$19,938,811 for the Ramsey County Regional Railroad Authority

Regional Railroad Authority – Authorized Signature	Date
	12/10/08

Budgeting & Accounting – Authorized Signature	Date
	12/9/08

County Attorney – Authorized Signature	Date
	12/9/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

3

1 WHEREAS, The Ramsey County Regional Railroad Authority was organized by
2 Resolution 87-230, April 20, 1987, Board of Ramsey County Commissioners, pursuant to
3 Minnesota Statutes, 1986, Chapter 398A, as a political subdivision and local government unit of
4 Minnesota, to exercise thereunder part of the sovereign power of the state; and
5

6 WHEREAS, The Ramsey County Regional Railroad Authority adopted the County's plan
7 to develop and implement two year budgets beginning in 2006; and
8

9 WHEREAS, The Ramsey County Regional Railroad Authority, on December 18, 2007,
10 approved the 2009 Proposed Budget of \$32,708,558; and
11

12 WHEREAS, The 2009 approved budget hasn't changed; and
13

14 WHEREAS, the Ramsey County Regional Railroad Authority established the proposed
15 net tax levy of \$19,938,811 by Resolution R08-33, September 9, 2008, to finance the 2009
16 budget; and
17

18 WHEREAS, The Ramsey County Regional Railroad Authority wishes to continue to
19 improve access to transit and transportation services in the region with other agencies, including
20 the Metropolitan Council, the Minnesota Department of Transportation, and other county
21 regional railroad authorities; Now, Therefore Be It
22

23 RESOLVED, That the Ramsey County Regional Railroad Authority approves the 2009
24 tax levy in the amount of \$19,938,811 as summarized below:
25

	RCRRA Operations	CIP	2009 RCRRA Total	
26				
27				
28				
29				
30	Gross Budget	\$ 3,908,558	\$28,800,000	\$ 32,708,558
31	Less - Revenues	- 475,400	- 16,000,000	- 16,475,400
32	Subtotal	\$ 3,433,158	\$ 12,800,000	\$ 16,233,158
33	Plus- Fund Balance	+	+ 3,314,695	+ 3,314,695
34	Subtotal	\$ 3,433,158	\$16,114,695	\$ 19,547,853
35	Plus - Estimated Tax			
36	Delinquency	+ 68,664	+ 322,294	+ 390,958
37				
38	Total Tax Levy	\$ 3,501,822	\$ 16,436,989	\$19,938,811
39				
40				

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BUDGET SUMMARY

	2006 Actual	2007 Approved	2008 Approved	2009 Approved
Expenditure/Appropriation	1,843,566	19,167,198	41,540,979	32,708,558
Revenue/Estimated Revenue	675,303	159,400	17,475,400	16,475,400
Proceeds from Bonds	-	5,000,000	-	-
Subtotal Budget Levy	1,168,263	14,007,798	24,065,579	16,233,158
Fund Balance	9,279,554	5,400,000	(4,517,725)	3,314,695
RCRRA Tax Levy	10,447,817	19,407,798	19,547,854	19,547,853
Allowance for Uncollectible Taxes	339,262	531,013	390,957	390,958
Total RCRRA Tax Levy	10,787,079	19,938,811	19,938,811	19,938,811

Inc/(Dec) from Previous Year - -
 % Inc/-Dec from Previous Year 0.0% 0.0%

Inc/(Dec) for 2 Years - -
 % Inc/-Dec for 2 Years 0.0%

TAX LEVY SUMMARY BY BUDGET

	2006 Actual	2007 Approved	2008 Approved	2009 Approved
OPERATING BUDGET				
Total Expenditure/Appropriation	1,843,566	3,405,330	3,540,979	3,908,558
Total Revenue/Estimated Revenue	675,303	159,400	475,400	475,400
Subtotal Budget Levy	1,168,263	3,245,930	3,065,579	3,433,158
Fund Balance	9,279,554	-	-	-
Operating Tax Levy	10,447,817	3,245,930	3,065,579	3,433,158
Allowance for Uncollectible Taxes	339,262	64,920	61,312	68,664
Total Operating Tax Levy	10,787,079	3,310,850	3,126,891	3,501,822

Inc/(Dec) from Previous Year (183,959) 374,932
 % Inc/-Dec from Previous Year -5.6% 12.0%

Inc/(Dec) for 2 Years 190,972
 % Inc/-Dec for 2 Years 5.8%

CAPITAL PROJECTS

Total Capital Projects Appropriation	-	11,000,000	38,000,000	28,800,000
Total Revenue/Estimated Revenue	-	-	17,000,000	16,000,000
Proceeds from Bonds	-	5,000,000	-	-
Subtotal Capital Budget Levy	-	6,000,000	21,000,000	12,800,000
Fund Balance	-	5,400,000	(4,517,725)	3,314,695
Capital Tax Levy	-	11,400,000	16,482,275	16,114,695
Allowance for Uncollectible Taxes	-	228,000	329,645	322,294
Total Capital Tax Levy	-	11,628,000	16,811,920	16,436,989

Inc/(Dec) from Previous Year 5,183,920 (374,931)
 % Inc/-Dec from Previous Year 44.6% -2.2%

Inc/(Dec) for 2 Years 4,808,989
 % Inc/-Dec for 2 Years 41.4%

DEBT SERVICE

Total Debt Service payments	-	4,761,868	-	-
Total Revenue/Estimated Revenue	-	-	-	-
Debt Service Tax Levy	-	4,761,868	-	-
Allowance for Uncollectible Taxes	-	238,093	-	-
Total Debt Service Tax Levy	-	4,999,961	-	-

Inc/(Dec) from Previous Year (4,999,961) -
 % Inc/-Dec from Previous Year -100.0% 0.0%

Inc/(Dec) for 2 Years (4,999,961)
 % Inc/-Dec for 2 Years -100.0%

5

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Code	Title	2006 Actual	2007 Approved	2008 Approved	2009 Approved
OPERATING BUDGET					
150101	Regional Railroad Administration	986,828	1,987,857	1,750,765	1,705,274
150201	Central Corridor	146,492	350,000	350,000	350,000
150301	Union Depot	646,812	950,000	874,550	1,284,550
150401	Diagonal Property - Roseville	-	10,000	10,000	10,000
150402	NE Corridor Maintenance Kellogg to Beam	41,341	105,973	88,164	91,234
150403	TCAAP	21,083	-	27,000	27,000
150501	Rush Line Corridor	1,010	1,500	167,500	167,500
150601	Red Rock Corridor	-	-	16,000	16,000
150701	Robert Street Corridor	-	-	31,000	31,000
150801	I-94 East	-	-	226,000	226,000
Total Expenditure/Appropriation RCRRA		1,843,566	3,405,330	3,540,979	3,908,558

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	2006 Actual	2007 Approved	2008 Approved	2009 Approved
OPERATING BUDGET					
150101	Regional Railroad Administration	633,685	100,000	400,000	400,000
150301	Union Depot	18,699	44,400	20,000	20,000
150402	NE Corridor Maintenance Kellogg to Beam	22,490	15,000	50,000	50,000
150403	TCAAP	-	-	5,000	5,000
150501	Rush Line Corridor	429	-	400	400
Total Revenue/Estimated Revenue		675,303	159,400	475,400	475,400

Fund Balance	9,279,554	-	-	-
--------------	-----------	---	---	---

RCRRA OPERATING TAX LEVY SUMMARY

Tax Levy	10,447,817	3,245,930	3,065,579	3,433,158
Allowance for Uncollectible Tax	339,262	64,920	61,312	68,664
Net Tax Levy	10,787,079	3,310,850	3,126,891	3,501,822

Inc/(Dec) from Previous Year	-183,959	374,931
% Inc/-Dec from Previous Year	-5.56%	11.99%

Inc/(Dec) for 2 Years	190,972
% Inc/-Dec for 2 Years	5.77%

6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
17801 - CAPITAL PROJECTS

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Code	Title	2006 Actual	2007 Approved	2008 Approved	2009 Approved
CAPITAL PROJECTS					
150180	Union Depot	-	10,000,000	21,200,000	18,000,000
150280	Central Corridor PE	-	1,000,000	15,300,000	9,300,000
150480	Property Acquisition	-	-	1,500,000	1,500,000
	Total Capital Projects	-	11,000,000	38,000,000	28,800,000
Inc/(Dec) from Previous Year				27,000,000	(9,200,000)
% Inc-/Dec from Previous Year				245.5%	-83.6%
Inc/(Dec) for 2 Years					17,800,000
% Inc-/Dec for 2 Years					161.8%

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	2006 Actual	2007 Approved	2008 Approved	2009 Approved
CAPITAL PROJECTS					
150180	Proceeds from Bonds	-	5,000,000	-	-
150380	Special Projects	-	-	17,000,000	16,000,000
	Total Capital Projects	-	5,000,000	17,000,000	16,000,000
Inc/(Dec) from Previous Year				12,000,000	(1,000,000)
% Inc-/Dec from Previous Year				240.0%	-20.0%
Inc/(Dec) for 2 Years					11,000,000
% Inc-/Dec for 2 Years					220.0%

RCRRA OPERATING TAX LEVY SUMMARY

Subtotal Capital Budget Levy	-	6,000,000	21,000,000	12,800,000
Fund Balance	-	5,400,000	(4,517,725)	3,314,695
Tax Levy	-	11,400,000	16,482,275	16,114,695
Allowance for Uncollectible Tax	-	228,000	329,645	322,294
Net Tax Levy	-	11,628,000	16,811,920	16,436,989

Inc/(Dec) from Previous Year				5,183,920	(374,931)
% Inc-/Dec from Previous Year				44.6%	-2.2%
Inc/(Dec) for 2 Years					4,808,989
% Inc-/Dec for 2 Years					41.4%

7

PERSONNEL SUMMARY BY DIVISION

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Permanent FTE	2006 Budget	2007 Budget	2008 Approved	2009 Approved
Director	1.00	1.00	1.00	1.00
Administrative Secretary II	1.00	1.00	1.00	1.00
Senior Transportation Planner	1.00	1.00	1.00	1.00
Transit Project Manager	1.00	1.00	1.00	1.00
Administrative Assistant III	0.60	0.60	0.60	0.60
Public Information Associate	1.00	1.00	1.00	1.00
Engineer IV	1.00	1.00	1.00	1.00
Engineering Tech IV	0.50	0.50	0.50	0.50
Clerk Typist	1.00	1.00	1.00	1.00
Communications Manager	1.00	1.00	1.00	1.00
R/W Specialist	0.50	0.50	0.50	0.50
Accountant III	1.00	1.00	1.00	1.00

Total FTE

10.60

10.60

Inc/(Dec) from Previous Year

-

-

Inc/(Dec) for 2 Years

-

-

Note: For Information Purposes Only

No FTE's exist in the Regional Railroad Authority.

The existing FTE's are included in other County Department budgets and paid for by the RCRRA.

8

PROGRAM / SERVICE ALLOCATION (2009 APPROVED)
REGIONAL RAILROAD AUTHORITY

Program / Service	Mand./ Discr.	2009 Approved			
		FTE's	Budget	Financing	Levy
Administration	D	5.40	1,705,274	400,000	1,305,274
Central Corridor Prelim Engineering	D	2.24	350,000	0	350,000
Union Depot	D	0.89	1,284,550	20,000	1,264,550
Diagonal Property - Roseville	D	0.00	10,000	0	10,000
NE Corridor Maint - Kellogg to Beam	D	0.72	91,234	50,000	41,234
TCAAP	D	0.00	27,000	5,000	22,000
Rush Line Corridor	D	0.60	167,500	400	167,100
Red Rock Corridor	D	0.15	16,000	0	16,000
Robert Street Corridor	D	0.30	31,000	0	31,000
I-94 East	D	0.30	226,000	0	226,000
Capital Projects					
Union Depot	D	0.00	18,000,000	16,000,000	2,000,000
Central Corridor PE	D	0.00	9,300,000	0	9,300,000
Property Acquisition	D	0.00	1,500,000	0	1,500,000
Fund Balance	D	0.00	0	(3,314,695)	3,314,695
		10.60	32,708,558	13,160,705	19,547,853

SUMMARY

		Levy %	FTE's	Budget	Financing	Levy
Total Mandated	M	0.0%	0.00	0	0	0
Total Mandated/Discretionary	M/D	0.0%	10.60	0	0	0
Total Discretionary/Mandated	D/M	0.0%	0.00	0	0	0
Total Discretionary	D	100.0%	0.00	32,708,558	13,160,705	19,547,853
Total Legal Obligations	LO	0.0%	0.00	0	0	0
			10.60	32,708,558	13,160,705	19,547,853

2008 Approved Budget
Inc/(Dec) from 2008 Year
% Inc/(Dec) from 2008 Year

10.60 41,540,979 21,993,125 19,547,854
0 -8,832,421 -8,832,420 -1
0.0% -21.3% -40.2% 0.0%

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

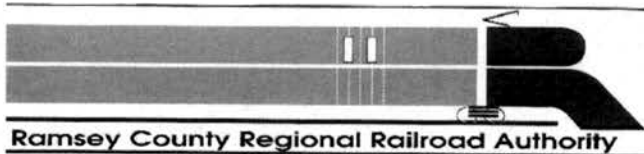
9

PROGRAM / SERVICE ALLOCATION (2009 APPROVED)
CHANGE FROM 2008 APPROVED BUDGET

REGIONAL RAILROAD AUTHORITY

Program / Service	Change from 2008 Approved Budget			
	FTE's	Budget	Financing	Levy
Administration (RCRRA)	(0.14)	(45,491)	0	(45,491)
Central Corridor Preliminary Engineering	(0.03)	0	0	0
Union Depot	0.13	410,000	0	410,000
Diagonal Property - Roseville	0	0	0	0
NE Corridor Maintenance - Kellogg to Beam	0.04	3,070	0	3,070
TCAAP	0	0	0	0
Rush Line Corridor	0	0	0	0
Red Rock Corridor	0	0	0	0
Robert Street Corridor	0	0	0	0
I-94 East	0	0	0	0
Capital Projects				
Union Depot	0	(3,200,000)	(1,000,000)	(2,200,000)
Central Corridor PE	0	(6,000,000)	-	(6,000,000)
Property Acquisition	0	0	0	0
Debt Service	0	0	0	0
Fund Balance	0	0	7,832,420	(7,832,420)
Inc(Dec) from 2008 Year	(0.00)	(8,832,421)	6,832,420	(15,664,841)
% Inc(Dec) from 2008 Year	0.0%	-46.1%	132.4%	-80.7%

10



3

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 12/16/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve Requests for the Reauthorization of SAFETEA-LU and Federal Fiscal Year 2010 Funding Requests

EXECUTIVE SUMMARY

SAFETEA-LU, the federal law covering surface transportation improvements in the country is set to expire on September 30, 2009. In order to have a seamless transition to the next six-year transportation bill, Congress has begun work on SAFETEA-LU's successor. It is important that the Ramsey County Regional Railroad Authority prioritize the transitway projects it would like to see authorized/reauthorized. While authorization/reauthorization does not guarantee that a transitway project will be funded, it does identify the transitway project as eligible to receive Federal Transit Administration New Starts funding. Eligibility to receive New Starts funding is very important to moving the Regional Railroad Authority's transitways projects forward.

Staff recommends that the following authorization/reauthorization requests be made:

- Union Depot
- Rush Line Corridor
- Riverview
- High Speed Rail
- I-94 Corridor

Staff recommends supporting the following authorization/reauthorization requests made by others:

- Central Corridor
- Red Rock Corridor

One of the projects requested above, the Union Depot, require immediate funding. The development of this property will allow for the Union Depot to be developed as a multi-modal transit hub for Amtrak, bus, commuter rail, high speed rail, light rail, bicycles, and pedestrians. Staff recommends requesting \$15 million in capital funds from federal fiscal year 2010. These funds would be used for engineering and construction to facilitate the implementation of the multimodal transit hub.

ACTION REQUESTED

- 1) Approval of the requests for authorization/reauthorization in accordance with the next federal transportation bill for the Union Depot, Rush Line Corridor, High Speed Rail, I-94 Corridor and Riverview Corridor.
- 2) Approval of the support for requests for authorization/reauthorization by others in accordance with the next federal transportation bill for the Central Corridor and Red Rock Corridor.
- 3) Approval of the request for \$15 million in fiscal year 2010 appropriations to develop the Union Depot as a multi-modal transit hub for Amtrak, bus, commuter rail, high speed rail, light rail, bicycles, and pedestrians to be used for engineering and construction.
- 4) Approval of the request for Congress to reaffirm the Federal Railroad Administration's recognized Midwest Regional Rail Initiative as the federally designated high speed rail system for the Midwest.
- 5) Approval of the request for reaffirmation of the Twin Cities to Chicago High Speed Rail Corridor as the Canadian Pacific Railway's mainline between the Twin Cities and Chicago that enters Minnesota at La Crescent and travels north along the Mississippi River for 150 miles to the Union Depot in St. Paul

SUBJECT: Approve Federal Fiscal Year 2009 Funding Requests

ATTACHMENTS:

- 1) Draft Resolution
- 2) Ramsey County federal request forms

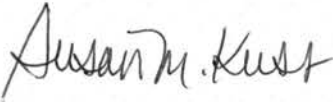
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Approve Federal Fiscal Year 2009 Funding Requests

Regional Railroad Authority – Authorized Signature	Date
	12/10/08

Budgeting & Accounting – Authorized Signature	Date
	12/10/08

County Attorney – Authorized Signature	Date
	12/10/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, Ramsey County Regional Railroad Authority recognizes that
2 although congestion is increasing at a dramatic rate, there is insufficient roadway
3 capacity to meet current and future needs, and roadway capacity cannot be increased
4 to meet demand without significant environmental and social costs; and
5

6 WHEREAS, Several studies have demonstrated broad public support in the Twin
7 Cities for aggressive and diverse solutions to congestion, including a mix of buses,
8 commuter rail, light rail and high speed rail; and
9

10 WHEREAS, Case studies of cities throughout the United States have shown that
11 rail transit, when combined with supportive public policies, is a catalyst for development,
12 enhances the tax base, and acts as an economic stimulus in cities where it is located;
13 and
14

15 WHEREAS, The Ramsey County Regional Railroad Authority has progressed
16 the development of rail transit throughout the Twin Cities Metropolitan Area as part of
17 the Counties Transit Improvement Board; and
18

19 WHEREAS, The Ramsey County Regional Railroad Authority has progressed
20 the development of rail transit in the Eastern Twin Cities through the Union Depot multi-
21 modal hub, Central Corridor, Rush Line Corridor, Red Rock Corridor, I-94 Corridor,
22 Riverview Corridor, and High Speed Rail; and
23

24 WHEREAS, progressing these projects requires local, state, and federal funds;
25 and
26

27 WHEREAS, over the past six years federal funds were critical to completing the
28 transit priorities of the Ramsey County Regional Railroad Authority and will be critical for
29 completing its transit priorities over the next six years; and
30

31 WHEREAS, SAFETEA-LU, the federal law covering surface transportation, is set
32 to expire on September 30, 2009; and
33

34 WHEREAS, the successor to SAFETEA-LU will guide federal investments in
35 transportation for the next six years.
36

37 Now, Therefore Be It
38

39 RESOLVED, that Ramsey County Regional Railroad Authority requests
40 authorization/reauthorization in accordance with the next federal transportation bill for
41 the following projects:

- 42 (1) Union Depot
43 (2) Rush Line Corridor
44 (3) High Speed Rail
45 (4) I-94 Corridor
46 (4) Riverview Corridor

5

47
48 And Be it Further,
49

50 RESOLVED, that the Ramsey County Regional Railroad Authority supports the
51 authorization reauthorization requests by others in accordance with the next federal
52 transportation bill for the following projects:

53 (1) Central Corridor

54 (2) Red Rock Corridor
55

56 And Be it Further
57

58 RESOLVED that the Ramsey County Regional Railroad Authority requests
59 federal 2010 appropriations to develop the Union Depot as a multi-modal transit hub for
60 Amtrak, bus, commuter rail, high speed rail, light rail, bicycles, and pedestrians in the
61 amount of \$15 million to be used for engineering, and construction.
62

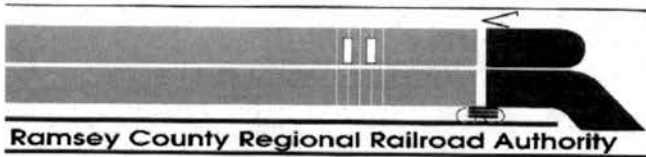
63 And Be it Further
64

65 RESOLVED that the Ramsey County Regional Railroad Authority requests
66 Congress to reaffirm the Federal Railroad Administration recognized Midwest Regional
67 Rail Initiative as the federally designated high speed rail system for the Midwest.
68

69 And Be it Further
70

71 RESOLVED that as part of this reaffirmation the Twin Cities to Chicago High
72 Speed Rail Corridor shall continue to be the Canadian Pacific Railway's mainline
73 between the Twin Cities and Chicago that enters Minnesota at La Crescent and travels
74 north along the Mississippi River for 150 miles to the Union Depot in St. Paul.

6



4

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 12/16/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve Subordinate Funding Agreement (RCRRA-2) with the Metropolitan Council for Central Corridor Preliminary Engineering Staff Support for January 1, 2009 to August 31, 2009.

EXECUTIVE SUMMARY

The Ramsey County Regional Railroad Authority (RCRRA) has an existing Subordinate Funding Agreement with the Metropolitan Council that expires on December 31, 2008.

The Cooperative Funding Agreement between RCRRA, the Metropolitan Council, and Hennepin County Regional Railroad Authority provides that Hennepin and Ramsey Counties may provide staff support to the Central Corridor project office and be reimbursed for the cost of the employee(s) involved. Currently, Dan Soler, RCRRA Engineer, is working out of the Central Corridor project office and is providing in-kind traffic engineering services that will be considered part of RCRRA's financial contribution for the preliminary engineering portion of the Central Corridor Light Rail Transit Project.

Staff is proposing a new contract with the Metropolitan Council for Mr. Soler to continue to work out of the Central Corridor Project Office during January 1, 2009 to August 31, 2009 at a rate not to exceed \$100,000. Mr. Soler's services will be provided in-kind and will continue to be considered part of RCRRA's financial contribution to the Central Corridor preliminary engineering portion of the project. The funds are available in the RCRRA operating budget.

ACTION REQUESTED

1) Authorize the County Manager to approve and execute the Subordinate Funding Agreement (RCRRA-2) with the Metropolitan Council from January 1, 2009 through August 31, 2009, at a cost not to exceed \$100,000.

SUBJECT: Approve Subordinate Funding Agreement (RCRRA-2) with the Metropolitan Council for Central Corridor Preliminary Engineering Staff Support for January 1, 2009 to August 31, 2009.

ATTACHMENTS:

- 1) Proposed Resolution
- 2) Subordinate Funding Agreement (RCRRA-2)

PREVIOUS ACTION:

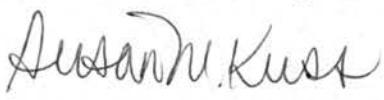
An agreement with the Metropolitan Council is currently in place and expires December 31, 2008.

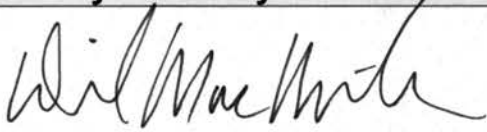
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Approve Subordinate Funding Agreement (RCRRA-2) with the Metropolitan Council for Central Corridor Preliminary Engineering Staff Support for January 1, 2009 to August 31, 2009.

Regional Railroad Authority – Authorized Signature	Date
	12/10/08

Budgeting & Accounting – Authorized Signature	Date
	12/9/08

County Attorney – Authorized Signature	Date
	12/9/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

DRAFT RESOLUTION

WHEREAS, Ramsey County Regional Railroad Authority is a funding partner of the Central Corridor light rail preliminary engineering; and

WHEREAS, The preliminary engineering funding agreement provides for reimbursement to the Authority for staff provided to the preliminary engineering effort; and

WHEREAS, Dan Soler, a RCRRA Engineer, has been working out of the Central Corridor Project Office providing traffic engineering services; and

WHEREAS, The agreement with the Metropolitan Council for Mr. Soler's services expires December 31, 2008; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes the County Manager to approve and execute the Subordinate Funding Agreement (RCRRA-2) with the Metropolitan Council from January 1, 2009 through August 31, 2009 at a cost not to exceed \$100,000.

Reference Numbers

CCLRT Project:

Metropolitan Council:

RCRRA/HCRRRA: A070414

PROJECT: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT

MASTER AGREEMENT NAME: COOPERATIVE FUNDING AGREEMENT FOR PRELIMINARY ENGINEERING

PARTIES TO MASTER AGREEMENT:

- **Metropolitan Council**
- **Ramsey County Regional Rail Authority**
- **Hennepin County Regional Rail Authority**

**SUBORDINATE FUNDING AGREEMENT
NUMBER RCRRA-2**

(Ramsey County Staff Support - January 1, 2009 through August 31, 2009)

This Subordinate Funding Agreement Number RCRRA-2 is entered into by and between the above-named parties.

WHEREAS:

1. The parties entered into a Central Corridor Light Rail Project ("Project") Cooperative Funding Agreement for Preliminary Engineering ("Cooperative PE Funding Agreement"), effective July 11, 2007.
2. The parties provided in that agreement that certain aspects of funding for the Project would be determined in subsequent Subordinate Funding Agreements.
3. Article II, Section E, of the Cooperative PE Funding Agreement provides as follows:

With the advance and continuing written approval of the Met Council, either RRA may provide staff support from among its own employees to assist in Project activities. The value of any such staff support (including overhead and fringe benefits) at the RRA's standard rate shall constitute an in-kind contribution of the RRA providing the staff support and the value of such staff support shall be considered part of the RRA's financial contribution for the PE portion of the Project. As applicable, RCRRA and/or HCRRRA shall provide documentation to the Met Council of approved staff support

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rendered for the Project in accordance with this section including, without limitation, applicable standard staff rates. The Met Council may request that the applicable RRA provide additional documentation to demonstrate the appropriateness and amount of staff support rendered. Within thirty days after receipt of all such documentation, the Met Council shall, after review and acceptance of the documentation, confirm in writing to the applicable RRA the approved amount that has been credited to the Project and applied to that RRA's contribution for the Project.

4. The parties desire to enter into this Subordinate Funding Agreement in order to document an authorized in-kind contribution for the Project by the Ramsey County Regional Railroad Authority as described below.

NOW, THEREFORE, the parties hereby agree as follows:

1. **Maximum Amount of Authorized Funding:** Not to exceed \$100,000.00
2. **General Purpose for Funds:** As provided for in this Subordinate Funding Agreement, the Ramsey County Regional Railroad Authority is authorized to provide in-kind traffic engineering services for the Central Corridor Light Rail Transit Project through the services of Ramsey County Traffic Engineer Dan Soler.
3. **Specific Description of Funding Authorization:**
 - a. Pursuant to Article II, Section E, of the Cooperative PE Funding Agreement, the Council authorizes the Ramsey County Regional Railroad authority to provide an in-kind contribution to the Central Corridor Light Rail Transit Project in the form of traffic engineering services by Ramsey County Traffic Engineer Dan Soler. Such services may be provided during the period January 1, 2009 through August 31, 2009. In accordance with the referenced provision, the Council reserves the right to rescind this authorization at any time by written notice to the Ramsey County Regional Railroad Authority.
 - b. The value of the in-kind contribution of the Ramsey County Regional Railroad Authority for the staff services described in the preceding paragraph shall be determined in accordance with the amounts set forth in Exhibit A to this Subordinate Funding Agreement.
 - c. In accordance with the provisions of Article II, Section E, of the Cooperative PE Funding Agreement, the Ramsey County Regional Railroad Authority shall periodically provide documentation to the Council of staff support rendered for the Project in accordance with this Subordinate Funding Agreement and the Council shall, after review and acceptance of the documentation, confirm in writing to the Ramsey County Regional Railroad Authority the approved amount that has been credited to the Project and applied to the railroad authority's contribution for the Project.
 - d. Pursuant to Article II, Section E, of the Cooperative PE Funding Agreement, the value of such staff support actually provided and determined and approved in accordance with the

6

preceding paragraph shall be considered part of the Ramsey County Regional Railroad Authority's financial contribution for the PE portion of the Project.

- 4. Integration:** The terms, conditions and definitions of the Central Corridor Light Rail Preliminary Engineering Funding Agreement, entered into by and between the parties, are expressly incorporated into this Subordinate Funding Agreement.

**RAMSEY COUNTY REGIONAL RAIL
AUTHORITY**

By: _____

Its: _____

Date: _____

Approved as to form:

Ramsey County Attorney's Office

METROPOLITAN COUNCIL

By: _____

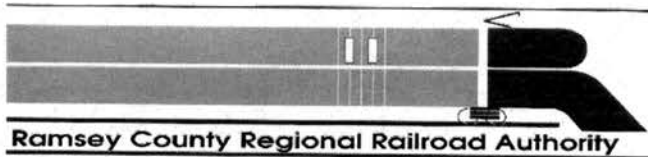
Thomas Weaver
Regional Administrator

Date: _____

Approved as to form:

Metropolitan Council
Office of General Counsel





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REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 12/16/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve Second Amendment to the Professional Services Agreement with URS Corporation for Union Depot Conceptual Engineering and Environmental Assessment Services

EXECUTIVE SUMMARY

The First Amendment to the agreement with URS Corporation for professional services on the Union Depot Conceptual Engineering and Environmental Assessment Services expires on December 31, 2008.

In May 2007, the Ramsey County Regional Railroad Authority (RCRRA) approved a \$1,272,210 agreement with URS Corporation to conduct conceptual engineering and develop an environmental assessment for the Union Depot project. The purpose of the environmental assessment is to meet federal and state regulations and to identify any impacts. The First Amendment to the contract extended the contract in May 2008 to December 31, 2008 at no additional cost. The work under this contract is anticipated to be complete by spring, 2009. Staff is proposing to extend the contract through June 30, 2009 at no additional cost.

ACTION REQUESTED

- 1) Authorize the County Manager to approve and execute the contract amendment with URS Corporation to extend the contract termination date to June 30, 2009 at no increase in contract cost.

SUBJECT: Approve Second Amendment to the Professional Services Agreement with URS Corporation for Union Depot Conceptual Engineering and Environmental Assessment Services

ATTACHMENTS:

- 1) Proposed Resolution
- 2) Amendment 2

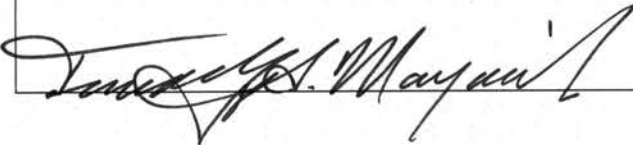
PREVIOUS ACTION:

The first amendment to the agreement with URS Corporation expires on December 31, 2008.

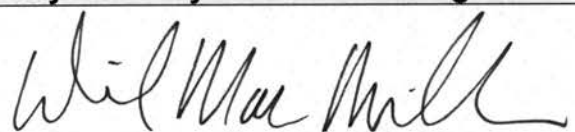
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Approve Second Amendment to the Professional Services Agreement with URS Corporation for Union Depot Conceptual Engineering and Environmental Assessment Services

Regional Railroad Authority – Authorized Signature	Date
	12/10/08

Budgeting & Accounting – Authorized Signature	Date
	12/9/08

County Attorney – Authorized Signature	Date
	12/9/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, Ramsey County Regional Railroad Authority is developing the Union
2 Depot concourse as a multi-modal transit hub; and
3

4 WHEREAS, Ramsey County Regional Railroad Authority entered into a contract
5 with URS Corporation to provide conceptual engineering and environmental
6 assessment services for the Union Depot; Now, Therefore, Be It
7

8 RESOLVED, That Ramsey County Regional Railroad Authority authorizes the
9 County Manager to approve and execute the contact amendment with URS Corporation
10 to extend the contract termination date to June 30, 2009 at no increase in contract cost.
11
12
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AMENDMENT 2

This agreement is an amendment to the contract between URS Corporation ("Contractor") and Ramsey County Regional Railroad Authority ("RRA") dated May 1, 2007, Amendment 1 dated May 20, 2008.

The parties agree that sections of the Agreement shall be amended as follows:

Section III. Time

The contract shall be in effect through June 30, 2009 at no additional cost.

Except as herein agreed, all other terms and conditions of the Agreement shall remain in full force and effect.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

URS Corporation

By: _____
Patrick O'Connor, Interim County Manager

By: _____

Dated: _____

Dated: _____

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Timothy A. Mayasich, Director

Dated: _____

Approval recommended:

INSURANCE APPROVED:

Risk Management

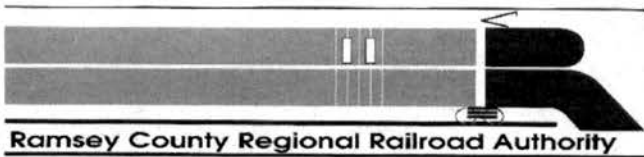
APPROVED AS TO FORM:

David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: _____
Account No. _____

Budgeting & Accounting

5



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **12/16/08**

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve Consultant Services Agreement with Thompson Coburn LLP for legal assistance on the Union Depot and Central Corridor projects.

EXECUTIVE SUMMARY

The Ramsey County Regional Railroad Authority (RCRRA) has an existing contract with Thompson Coburn LLP that expires on December 31, 2008. Thompson Coburn LLP has provided legal assistance to the RCRRA in connection with the County's development of the multi-modal transit facility at the Union Depot in St. Paul and the development of the Central Corridor light rail transit project. Their assistance has focused on the federal requirements applicable to these projects. The reauthorization of SAFETEA-LU (six-year transportation authorization bill) expires September 9, 2009, and Congress will be drafting a new six-year transportation authorization bill in 2009. Thompson Coburn LLP's close relationship with the Federal Transit Administration and other congressional leaders is vital to RCRRA receiving authorization on its transit projects.

Staff is proposing a new contract with Thompson Coburn for the period of January 1, 2009 to December 31, 2009 at a cost not to exceed \$25,000. The funds are available in the RCRRA operating budget.

ACTION REQUESTED

1) Authorize the County Manager to approve and execute the contract with Thompson Coburn L.L.P. from January 1, 2009 through December 31, 2009, at a cost not to exceed \$25,000.

SUBJECT: Consultant Services Agreement with Thompson Coburn LLP for legal assistance on for the Union Depot and Central Corridor projects.

ATTACHMENTS:

- 1) Proposed Resolution
- 2) Contract

PREVIOUS ACTION:

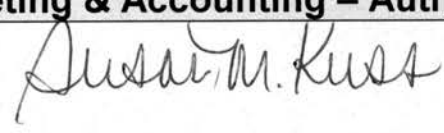
An agreement with Thompson Coburn LLP is currently in place and expires December 31, 2008.

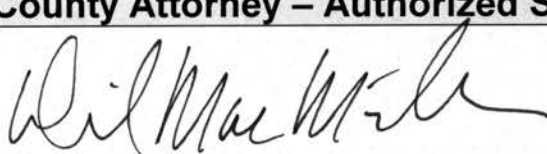
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Consultant Services Agreement with Thompson Coburn LLP for legal assistance on for the Union Depot and Central Corridor projects.

Regional Railroad Authority – Authorized Signature	Date
	12/10/08

Budgeting & Accounting – Authorized Signature	Date
	12/9/08

County Attorney – Authorized Signature	Date
	12/9/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

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DRAFT RESOLUTION

WHEREAS, Ramsey County Regional Railroad Authority is the recipient of federal grants for transit projects, and

WHEREAS, It is advantageous to have specialized technical assistance in the complex area of federal requirements for transit projects; and

WHEREAS, Ramsey County Regional Railroad Authority has an existing contract with Ed Gill of Thompson Coburn LLP law firm to assist in working with the Federal Transit Administration that expires on December 31, 2008; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes the County Manager to approve and execute a contract with Thompson Coburn LLP from January 1, 2009 through December 31, 2009, at a cost not to exceed \$25,000.

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

The following is an agreement between **THOMPSON COBURN LLP, Suite 600, 1909 K Street, N.W., Washington, D.C. 20006-1167** (hereinafter the "**CONTRACTOR**") and **RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY**, a political subdivision of the State of Minnesota, (hereinafter "**RRA**").

1. SCOPE OF SERVICES

CONTRACTOR shall provide the services specified in ADDENDUM I, attached hereto and made part of this Agreement.

2. SCOPE OF RRA SUPPORT

The RRA shall provide the facilities, equipment, and participants as necessary.

3. TIME

The services provided by CONTRACTOR will be delivered on the date(s) specified and at the location(s) indicated in ADDENDUM I for the term of this agreement.

4. PAYMENT

The cost of services shall be as set forth in Addendum I. CONTRACTOR shall submit an invoice to the RRA after services are provided. Payment will be made within 35 days of receipt of a detailed invoice. Interest accrual and disputes regarding payment shall be governed by the provision of Minn. Stat. Section 471.425.

5. INDEPENDENT CONTRACTOR

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

6. INDEMNIFICATION

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

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CONTRACTOR, its agents or employees, in execution, performance, or failure to adequately perform CONTRACTOR's obligations pursuant to this Contract.

7. INSURANCE

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

Auto Liability
Professional Liability

The CONTRACTOR shall not commence work until the CONTRACTOR has obtained and filed an acceptable certificate of insurance approved by the Ramsey County Risk Manager.

8. CONFLICT OF INTEREST

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

9. WASTE REDUCTION

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

10. AUDIT

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

11. CANCELLATION

The RRA may cancel this contract without cause by thirty (30) days written notice to the CONTRACTOR. The RRA may cancel this contract for cause by five days written notice to

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the CONTRACTOR. The CONTRACTOR may cancel this contract with 30 days written notice to the RRA.

12. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this Agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who qualifies and is available to perform the work to which such employment relates. CONTRACTOR agrees to comply with all Federal, State, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. The CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to the RRA, upon request.

13. DATA PRACTICES

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

14. NON-VIOLENT WORKPLACE

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

15. WORKFORCE DIVERSITY

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

16. SUBCONTRACTOR PAYMENT

Prime contractors shall pay subcontractor within ten days of the prime CONTRACTOR's receipt of payment from the RRA for undisputed services provided by the subcontractor. The prime contractor shall pay interest of 1 1/2 percent per month or any part of a month to the subcontractor on any undisputed amount not paid on time to the subcontractor. The minimum monthly interest penalty payment for an unpaid balance of \$100.00 or more is \$10.00. For an

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unpaid balance of less than \$100.00, the prime contractor shall pay the actual penalty due to the subcontractor. A subcontractor who prevails in a civil action to collect interest penalties from a prime contractor must be awarded its costs and disbursements, including attorney's fees, incurred in bringing the action.

17. ENTIRE AGREEMENT

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

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Patrick O'Connor, Interim County Manager

Dated: _____

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Timothy A. Mayasich, Director

Dated: _____

Approval recommended:

INSURANCE APPROVED:

Risk Management

APPROVED AS TO FORM:

David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: _____
Account No. _____

Budgeting & Accounting

THOMPSON COBURN L.L.P.

By: _____

Contractor SSN: _____

Dated: _____

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ADDENDUM I

1. SCOPE OF SERVICES

CONTRACTOR shall provide legal assistance to the RRA in connection with the County's development of a multi-modal transit facility at Union Depot in St. Paul and the development of the Central Corridor light rail transit project. Our assistance will focus on the Federal requirements applicable to these projects.

3. TIME

Services will be delivered from January 1, 2009 to December 31, 2009.

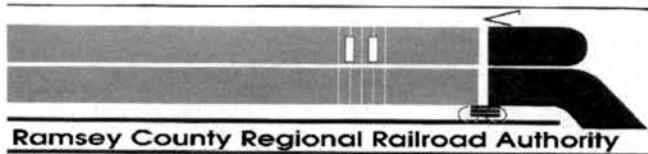
4. PAYMENT

CONTRACTOR shall be paid for all services at the rate of \$350.00 per hour for all partners. CONTRACTOR will bill RRA for attorney time utilizing a 1/10th of an hour standard time recording unit. Total compensation to CONTRACTOR shall not exceed the sum of Twenty-Five Thousand Dollars (\$25,000.00). CONTRACTOR will notify RRA when total fees have reached \$20,000.

CONTRACTOR payment includes the following out-of-pocket expenses incurred by CONTRACTOR: photocopying, long distance phone calls, facsimiles, and overnight delivery services. Travel expenses (including parking, airfare, overnight accommodations, and meals) are billed at cost. CONTRACTOR will not bill for actual travel time unless working during the travel by preparing for meetings, etc.

CONTRACTOR shall submit an invoice to the RRA after services are provided. Payment will be made within 35 days of receipt of a detailed invoice. Interest accrual and disputes regarding payment shall be governed by the provision of Minn. Stat. Section 471.425.

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REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 12/16/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve Amendment 1 to Agreement with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for Intergovernmental Relations Assistance

EXECUTIVE SUMMARY

The agreement with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for state intergovernmental relations assistance expires on December 31, 2008. The agreement is for a thirteen month period of December 1, 2007 to December 31, 2008 for an amount of \$52,000. This amounts to \$4,000 per month.

An amendment has been developed to extend the agreement for services during January 1, 2009 to December 31, 2009 for \$48,000 to be billed in monthly installments of \$4,000. These funds are available in the RCRRA operating budget.

ACTION REQUESTED

- 1) Authorize the County Manager to approve and execute the contract amendment with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered, in an amount not to exceed Forty-Eight Thousand Dollars and No Cents (\$48,000), for the period of January 1, 2009 to December 31, 2009.

SUBJECT: Approve Amendment 1 to Agreement with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for Intergovernmental Relations Assistance

ATTACHMENTS:

- 1) Proposed Resolution
- 2) Amendment 1

PREVIOUS ACTION:

An agreement with this firm for intergovernmental relations services expires on December 31, 2008.

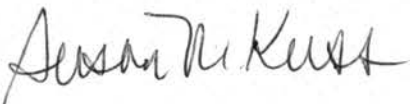
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

2

SUBJECT: Approve Amendment 1 to Agreement with McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered for Intergovernmental Relations Assistance

Regional Railroad Authority – Authorized Signature	Date
	12/10/08

Budgeting & Accounting – Authorized Signature	Date
	12/9/08

County Attorney – Authorized Signature	Date
	12/9/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, Ramsey County Regional Railroad Authority will have several major
2 transportation-related initiatives pending at the state level in 2009; and

3
4 WHEREAS, The Central Corridor, Union Depot, Rush Line Corridor, I-94
5 Corridor, and high speed rail will be the subject of state funding requests in 2009; and

6
7 WHEREAS, The agreement with McGrann, Shea, Anderson, Carnival, Straughn
8 & Lamb, Chartered for state intergovernmental relations assistance expires on
9 December 31, 2008; Now, Therefore, Be It

10
11 RESOLVED, That Ramsey County Regional Railroad Authority authorizes the
12 County Manager to approve and execute a contract amendment with McGrann, Shea,
13 Anderson, Carnival, Straughn & Lamb, Chartered, in an amount not to exceed Forty-
14 Eight Thousand Dollars and No Cents (\$48,000.00), from January 1, 2009 to December
15 31, 2009.
16

AMENDMENT 1

This agreement is an amendment to the contract between Joe Bagnoli, Sarah Psick, Bill McGrann and McGrann, Shea, Anderson, Carnival, Straughn & Lamb, Chartered ("Contractor") and Ramsey County Regional Railroad Authority ("RRA") dated November 20, 2007.

The parties agree that sections of the Agreement shall be amended as follows:

Section II. Delivery of Services

Services will be delivered from January 1, 2009 to December 31, 2009. The CONTRACTOR shall also perform these services during any special session of the Legislature.

Section III Payment

CONTRACTOR shall receive the sum of Forty-Eight Thousand Dollars and No Cents (\$48,000.00) for performance of its obligations to be billed in monthly installments of Four Thousand Dollars and No Cents (\$4,000.00) per month, starting January 1, 2009 to December 31, 2009.

Except as herein agreed, all other terms and conditions of the Agreement shall remain in full force and effect.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Patrick O'Connor, Interim County Manager

Dated: _____

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Timothy A. Mayasich, Director

Dated: _____

McGrann, Shea, Anderson, Carnival,
Straughn & Lamb, Chartered

By: _____

Dated: _____

Approval recommended:

INSURANCE APPROVED:

Risk Management

APPROVED AS TO FORM:

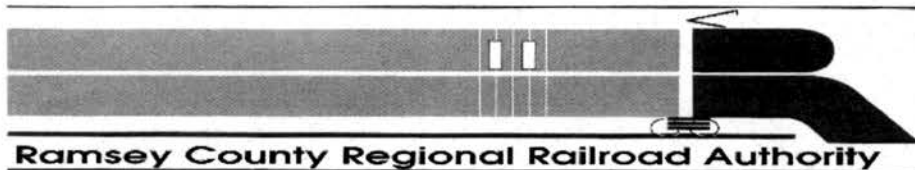
David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: _____

Account No. _____

Budgeting & Accounting

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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

November 25, 2008

Immediately following the County Board Meeting
Council Chambers - Third Floor Court House

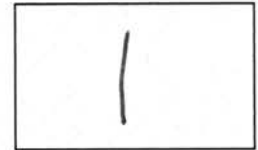
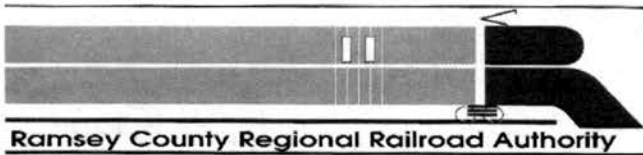
.....
ROLL CALL and Call to Order

AGENDA of the November 25, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) Request bonding for projects from the 2009 Legislative session

ADJOURNMENT



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **11/25/08**

Regional Railroad Authority Meeting Date: _____

SUBJECT: Request bonding for projects from the 2009 Legislative session

EXECUTIVE SUMMARY

The 2009 legislative session is expected to include a bonding bill for a limited number of projects. The Ramsey County Regional Railroad Authority has previously requested funding for the Union Depot and other transportation projects. Several projects are moving forward and require funding in the next year.

ACTION REQUESTED

The attached resolution authorizes requests to the 2009 Legislative session for state bond funding as follows:

Ramsey County Regional Railroad Authority request:

\$9,000,000 to match federal funding for the Union Depot Intermodal Transit and Transportation Hub

\$1,000,000 for Rush Line infrastructure

\$1,000,000 for the I-94 East Corridor

\$10,000,000 for High Speed Rail

Support of requests from others:

\$8,500,000 for Central Corridor

|

SUBJECT: Request bonding for projects from the 2009 Legislative session

ATTACHMENTS:

Draft Resolution

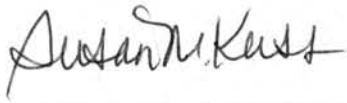
PREVIOUS ACTION:

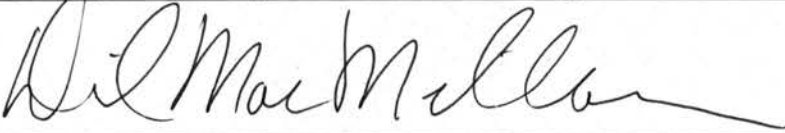
These funds have been requested in prior legislative sessions

COUNTY MANAGER'S COMMENTS:

SUBJECT: Request bonding for projects from the 2009 Legislative session

Regional Railroad Authority – Authorized Signature	Date
	11-19-08

Budgeting & Accounting – Authorized Signature	Date
	11/19/08

County Attorney – Authorized Signature	Date
	11/19/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

Subject: Request bonding for projects from the 2009 Legislative session

Draft Resolution

1 WHEREAS, Ramsey County Regional Railroad Authority supports the construction and
2 operation of transit facilities and services that improve the movement of people; and
3

4 WHEREAS, Funding and policies that impact transit facilities will be discussed in the
5 2009 state legislative session; Now, Therefore, Be It
6

7 RESOLVED, That Ramsey County Regional Railroad Authority approves the submission
8 of state bonding requests and state funding requests relating to:
9

10 (1) Union Depot Multi-modal Transit Hub for \$9.0 million to match federal funding
11 available for environmental, engineering, rehabilitation, property acquisition and
12 construction work,
13

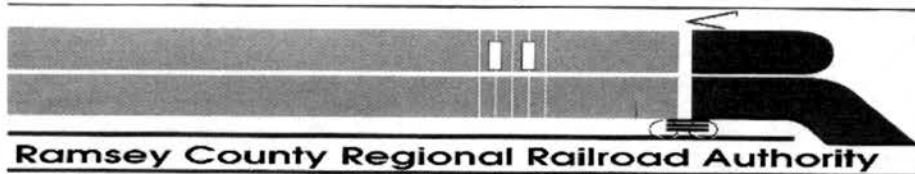
14 (2) Rush Line Corridor for \$1,000,000 for infrastructure improvements; and be it further
15

16 (3) I-94 East Corridor for \$1.0 million for a feasibility study and improvements
17

18 (4) High Speed Rail from Chicago to the Union Depot Multi-modal Transit Hub for \$10
19 million for design and improvements
20

21 RESOLVED, That Ramsey County Regional Railroad Authority supports state bonding
22 requests from others for the following projects:
23

24 (5) Central Corridor design and construction for \$8.5 million



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

November 18, 2008

Immediately following the County Board Meeting
Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the November 18, 2008 Board Meeting is presented for approval.

MINUTES of the November 4, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) Intercity Passenger Rail and State Rail Plan Presentation by the Minnesota Department of Transportation
- 2) Authorize staff to develop a Joint Powers Agreement for the Minnesota portion of the Twin Cities to Chicago High Speed Rail Corridor
- 3) Authorize Funding for Rush Line Commuter Coach Service
- 4) Authorize staff to develop a Joint Powers Agreement for the I-94 Corridor
- 5) Commission Rettman's proposed 2009 Budget Addendum

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 4, 2008

The Ramsey County Regional Railroad Authority met at 9:25 AM, Tuesday, November 4, 2008, in the Council Chambers, Third Floor Court House.

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

MEMBERS ABSENT:

Chair McDonough called the meeting to order at 9:25 AM

AGENDA

Commissioner Ortega moved approval of the Agenda of the November 4, 2008 Board Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

MINUTES

Commissioner Reinhardt moved approval of the Minutes from the October 21, 2008 Board Meeting, seconded by Commissioner Ortega. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

1. Comments on the Metropolitan Council 2030 Transportation Policy Plan Update

Chair McDonough began by saying that the Comments on the Metropolitan Council 2030 Transportation Policy Plan are due on November 6, 2008. He explained that this item was on the agenda of the last Regional Rail Authority (RRA) meeting and that RRA staff were asked to change certain parts of the proposed Comments in order to strengthen its tone. The staff were also asked to review the Comments from east metro partners including the City of St. Paul, Washington County, St. Paul Chamber and the County Transit Improvement Board.

Tim Mayasich, Director of the Ramsey County Regional Railroad Authority, began the presentation by highlighting the changes that were made to the Comments. He explained that they reinforced the point that there is a lack of transit funding in the East Metro. He said that Steve Morris, Transit Project Manager, would continue the summary of the Comments as he was the main author.

Steve Morris explained that the Comments began with a discussion on the recent transit improvements that have happened. The Comments also stressed that the Union Depot Purchase Agreement has been signed both by the County and the Postal Service and its importance as a multimodal transportation hub should be recognized in the plan.

Commissioner Parker mentioned that the Transportation Policy Plan (TPP) has a category called "Transit Centers" and she asked if the Union Depot would be known as a "transit center".

Steve Morris replied that the Union Depot is not a transit center as defined in the plan. It is more than a transit center as it would provide connections to local transit services regional services, and intercity routes. He added that the TPP does not say much about intercity rail and that the Regional Rail's TPP Comments refer to this several times.

Chair McDonough commented that the Metropolitan Council has not looked at intermodal transportation hubs like the Union Depot and agreed that the Union Depot is very unique and bigger than just a transit center. He said the goal is to get the Met Council to recognize this in their planning.

Steve Morris continued on by indicating that between now and 2030, the Counties Transit Improvement Board (CTIB) plans to spend an additional two billion dollars on transit projects in the region. However, the plan continues to maintain the old goal of doubling ridership by 2030. It is felt that this new investment should be recognized by the plan through more aggressive transit goals for 2030.

Chair McDonough commented that the original goal for transit ridership was 2020 and agreed that the plan should be adjusted to reflect the new revenue that CTIB will provide.

Commissioner Parker suggested that the point on page two stating "This plan should set a more aggressive goal for transit ridership to reflect this new level of local investment" should be more specific.

Chair McDonough suggested adding that the aggressive goal should match or exceed the earlier goal of doubling ridership by 2020.

The Commissioners agreed with this language change.

Commissioner Rettman also suggested they attach the previously committed resolutions that detail Ramsey County's position on transit, specifically Park and Ride and buses, to the resolution for the Comments on Metropolitan Council 2030 Policy Plan.

Commissioner Bennett questioned how the Union Depot was referred to. He felt that calling it a "hub" was important as it showed how it will be a multi modal transfer point for the corridors that meet there, and not just a station along a corridor. He also felt that

there was a need to make the Comments broader by using 'transportation' instead of 'transit'. He said it is important to emphasize the project in its entirety.

Chair McDonough agreed that it was important to distinguish the Union Depot from a transit center. He commented that calling the Depot a hub seemed to define the Depot correctly in what it represents, but recommended calling it an "Intermodal Transit and Transportation Hub" when referencing it in the Comments.

The Commissioners agreed with this language change.

Steve Morris continued his summary of the Comments by stating that in Chapter 3 of the TPP, Regional Transportation Finance, the Plan projects an operating deficit from 2009-2011 for the existing transit system. Following 2011, the plan assumes a 3-5% increase in Motor Vehicle Sales Tax (MVST) which would be adequate to support the existing system. He said this assumption is inconsistent and overly optimistic when compared to the actual MVST performance over the past several years. Additionally, the TPP projects that the Regional Transit Capital Bonding would increase 1% per year, which is not enough to grow the system.

Commissioner Rettman questioned the language in the Comments about Chapter 3 when it says, "The plan suggests that CTIB funding can be used for construction of park and ride lots... This statement is only true if the lot is part of a transitway", wondering if it abdicates the Met Council's responsibility to fund park and ride lots.

Chair McDonough responded that, as the Met Council and CTIB define transitways differently, it would help to clarify the statement in the Comments by adding "as defined by CTIB".

Commissioner Reinhardt suggested that the Comments state explicitly, "CTIB's funding cannot be used for construction of park and ride lots, except as defined by CTIB".

The Commissioners agreed with the change of language.

Steve Morris continued with the summary by pointing out a statement that was added to the Comments, in reference to Chapter 7 of the TPP - Transit, to make sure it was consistent with the Board's request. The added statement read, "Expanding bus transitway corridors should not occur if it comes at the expense of the local bus system". The Comments also include the RCRRA's support of the Plan's intention to involve populations who are typically underrepresented in transportation planning. The Comments state that the list of transitway corridors should include Red Rock, Rush Line, Robert Street, Northeast Diagonal and I-94. He also mentioned that the Plan formally recognizes that they will not build significant new highways to relieve congestion, that future highway projects will be focused on specific congestion points to solve problems but not new infrastructure projects. Steve Morris said this makes improving the transit system even more important.

Commissioner Rettman suggested they add to the part that says, "RCRRA supports the concept of improving bus service on arterial streets", because the connectivity goes beyond arterial streets.

Chair McDonough commented that they could add "throughout the service area" to emphasize the point.

Commissioner Reinhardt suggested modifying this argument to clarify that service improvements are important.

The Commissioners agreed to the addition of language to emphasize the importance of providing connectivity throughout Ramsey County.

Steve Morris continued his summary by saying that Active Living Ramsey County (ALRC) reviewed the Plan and that the Comments of Chapter 9 are essentially ALRC's comments of the walking and biking section of the Plan.

Commissioner Ortega wanted to know how often the Plan is updated.

Steve Morris responded that they have to update the Plan every four years but that another update would take place in two years.

Commissioner Carter suggested that RCRRA ask the Metropolitan Council for a response as to how the comments will be incorporated in the Plan update.

Commissioner Parker proposed that the Board include a cover letter with the Comments to state that the 2030 Plan is inadequate for the East Metro area and that RCRRA is giving some specific suggestions of what needs to be included or the Plan should not be approved.

Commissioner Ortega agreed that RCRRA should clearly state that it does not accept the plan due to the issues identified in the comments.

Commissioner Carter proposed that they begin the cover letter by stating their appreciation for the opportunity to comment on the Plan, explain that the Plan is unacceptable and are making suggestions which they believe would make the Plan acceptable. They should then specifically request a response that identifies the changes that are incorporated into the Plan.

Commissioner Rettman wanted to assure that their strategy with the Comments would be sufficient for Chair McDonough to present the Board's position on the Plan to the Met Council at the public hearing.

Chair McDonough responded that a cover letter containing the Commissioners suggestions would be a perfect strategy to present their message.

Tim Mayasich and Steve Morris ran through the changes that will be made in the Comments, with the addition of a cover letter containing the language presented by the Board.

Commissioner Parker made a suggestion that the point about inadequate funding of the basic bus system be added to the cover letter.

Commissioner Bennett suggested that they copy the letter to the two chairs of the transportation committee of the legislature.

Commissioner Parker also suggested that they send copies of the Comments packet to all the members on CTIB.

Commissioner Parker moved approval of the addition of a cover letter and the amended Comments on the Metropolitan Council 2030 Transportation Policy Plan, seconded by Commissioner Ortega.

Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6.
Nays — 0. Motion accepted.

WHEREAS, The Metropolitan Council is required to update the 2030 Transportation Policy Plan (TPP) for the region; and

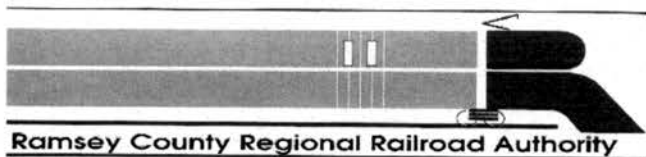
WHEREAS, The Council is receiving public comments on the plan until November 6, 2008; and

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has been working toward, and is committed to, improving transit options in Ramsey County and the rest of the East Metro area; Now, Therefore Be It

RESOLVED, That the RCRRA authorizes its Chair to forward the attached letter commenting on the 2030 Transportation Policy Plan.

Lastly, Tim Mayasich introduced Michael Rogers to the Board, who is the new Senior Transportation Planner of the Ramsey County Regional Railroad Authority. Michael Rogers was the Senior Transportation Planner for Washington County's Public Works and worked on the Red Rock and Rush Line Corridors. He also contributed to the preparation of the Comments that were presented the Board.

Meeting adjourned at 10:23 AM



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **11/18/08**

Regional Railroad Authority Meeting Date: _____

SUBJECT: Intercity Passenger Rail and State Rail Plan Update

EXECUTIVE SUMMARY

Mike Schadauer, Minnesota Department of Transportation Office of Transit Director, and Bill Gardner, Minnesota Department of Transportation Office of Freight and Commercial Vehicle Operations, or their designees will update Commissioners on the current status of Intercity Passenger Rail Planning at the Department of Transportation.

ACTION REQUESTED

None. For information and discussion only.

SUBJECT: Intercity Passenger Rail and State Rail Plan Update

ACTION REQUESTED

Discussion only to provide Commissioners a status report on the various activities that have been occurring regarding the Central Corridor project.

ATTACHMENTS:

None

PREVIOUS ACTION:

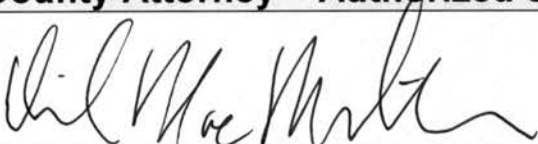
None

COUNTY MANAGER'S COMMENTS:

SUBJECT: Central Corridor Project Update

Regional Railroad Authority – Authorized Signature	Date
	11/12/08

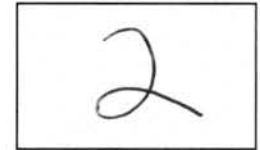
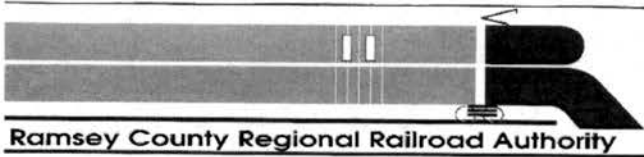
Budgeting & Accounting – Authorized Signature	Date
	11-13-08

County Attorney – Authorized Signature	Date
	11-13-08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **11-18-08**

Regional Railroad Authority Meeting Date: _____

SUBJECT: Authorize Regional Railroad Authority staff to enter into discussions with staff from the Dakota County, Goodhue County, and Washington County Regional Railroad Authorities to draft a joint powers agreement covering the St. Paul to Chicago High Speed Rail Corridor in Minnesota.

EXECUTIVE SUMMARY

The Minnesota High Speed Rail Corridor begins at the Union Depot in downtown St. Paul and travels southeast along the Canadian Pacific Railway track to La Crescent prior to entering Wisconsin and continuing on to Chicago. The 135 mile Corridor is utilized by Amtrak for its Empire Builder passenger train between the Twin Cities and Chicago/Seattle. Additionally, the Midwest Regional Rail Initiative identifies the corridor as the high speed connection between the Twin Cities and Chicago.

Minnesota has lagged behind other states in the development of its high speed rail corridors. However, with the passage of H.R. 2095, which includes the reauthorization of Amtrak, the need to begin work on high speed rail corridors has grown. Additionally, the bill requires that a corridor be included in its state's rail plan for it to receive federal funding. The Minnesota Department of Transportation is currently in the process of completing a state rail plan that will include high speed rail between the Twin Cities and Chicago. It is important for local governments to speak with one voice on the Mn/DOT analysis and when advocating for the completion of the Corridor.

The best way to ensure the development of a successful corridor supported by the local governments along it is through a joint powers agreement. This agreement will spell out the roles and responsibilities of its parties as they relate to rail improvements in the Minnesota High Speed Rail Corridor. It is anticipated that a core group of Regional Railroad Authorities will be the first to adopt the agreement, followed by other local governments along the corridor.

ACTION REQUESTED

Authorize Regional Railroad Authority staff to begin discussions on the development of a draft joint powers agreement for the Minnesota High Speed Rail Corridor with staff from Dakota County, Goodhue County, and Washington County Regional Railroad Authorities. Once drafted, the agreement will be brought to the Regional Railroad Authority prior to finalization. Upon finalization, the agreement will be brought to the Regional Railroad Authority for approval.

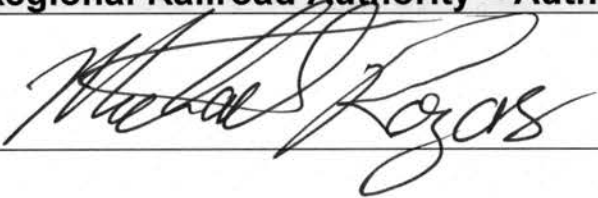
SUBJECT: Authorize Regional Railroad Authority staff to begin discussions on the development of a draft joint powers agreement for the Minnesota High Speed Rail Corridor with staff from Dakota County, Goodhue County, and Washington County Regional Railroad Authorities.

ATTACHMENTS:

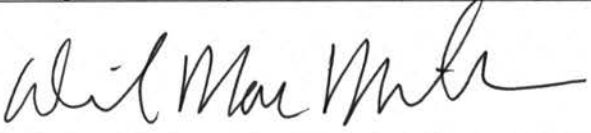
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: Authorize Regional Railroad Authority staff to begin discussions on the development of a draft joint powers agreement for the Minnesota High Speed Rail Corridor with staff from Dakota County, Goodhue County, and Washington County Regional Railroad Authorities.

Regional Railroad Authority – Authorized Signature	Date
	11/12/08

Budgeting & Accounting – Authorized Signature	Date
	11/13/08

County Attorney – Authorized Signature	Date
	11/13/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The Midwest Regional Rail Initiative has identified a High Speed Rail
2 corridor between the Twin Cities and Chicago; and

3
4 WHEREAS, the identified Corridor enters Minnesota at La Crescent and travels
5 northwest along the Canadian Pacific Railway track to the Union Depot in downtown St.
6 Paul; and

7
8 WHEREAS, Federal Funds have been authorized for the development of high
9 speed rail corridors throughout the country; and

10
11 WHEREAS, to be eligible for federal funds a corridor must be identified in a State
12 Rail Plan; and

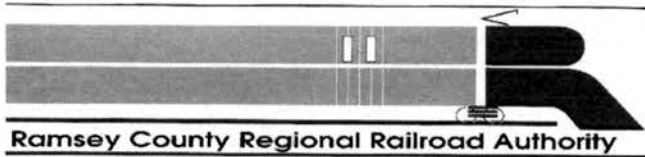
13
14 WHEREAS, the Minnesota Department of Transportation is currently undertaking
15 the development of a state rail plan that includes high speed rail corridors; and

16
17 WHEREAS, local government involvement in corridor development and
18 implementation is important to the successful implementation of high speed rail in
19 Minnesota; and

20
21 WHEREAS, the development of a joint powers agreement is the best way to
22 ensure local government involvement. Now, Therefore, Be It

23
24 RESOLVED, that the Ramsey County Regional Railroad Authority directs its staff
25 to begin discussions on the development of a draft joint powers agreement for the
26 Minnesota High Speed Rail Corridor connecting the Twin Cities to Chicago with staff
27 from Dakota County, Goodhue County, and Washington County Regional Railroad
28 Authorities; and Be It Further.

29
30 RESOLVED, that once a joint powers agreement is drafted, the agreement shall
31 be brought to the Regional Railroad Authority prior to its finalization.
32



3

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 11/18/08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Authorize payment for the Rush Line Commuter Coach Project not to exceed \$118,050 for a one-year demonstration project beginning in 2009.

EXECUTIVE SUMMARY

The Rush Line Corridor Task Force met on September 18, 2008 to discuss funding options for the Rush Line Corridor Commuter Coach Demonstration Project. The project consists of providing commuter coach service from the Forest Lake Area to the Union Depot in downtown St. Paul via an intermediate stop in the White Bear Lake/Vadnais Heights area. Service would include four morning and afternoon trips and is envisioned to start in early 2009.

In 2009, the service is estimated to cost \$794,000. This cost includes operations, capital, marketing and administration. It is anticipated that fare box revenue will cover \$125,000 and federal capital funds will cover \$196,800 of the cost of the service. This leaves a remaining cost of \$472,200 to be provided by the funding partners (Anoka, Chisago, Ramsey, and Washington Counties) of the Rush Line Corridor Task Force.

At the September 18th meeting, the Task Force members were asked to request their portion of the \$472,200 from their respective boards. As the subsidy for the service will be split equally between the four funding members, the requested amount from the Ramsey County Regional Railroad Authority is \$118,050.

Chisago County has committed to providing its share of the cost; Washington County has not yet taken action, but has been awarded a Counties Transit Improvement Board Grant that could be used for its portion of the project's cost. Washington County will discuss which projects it will fund with its CTIB grant on December 2, 2008. A formal action on those projects is expected on December 9, 2008. Anoka County will bring this issue to its board in November. This leaves Ramsey County Regional Railroad Authority as the only funding partner not to have taken action on this proposal.

ACTION REQUESTED

1

Approve a resolution providing \$118,050 for the Rush Line Corridor Commuter Coach Project to initiate a coach bus demonstration project from the Forest Lake area to the Union Depot in downtown St. Paul contingent upon each funding partner providing its 25% share of the project's cost.

SUBJECT: Authorize payment for the Rush Line Corridor Commuter Coach Project not to exceed \$118,050 for a one-year demonstration project beginning in 2009.

ATTACHMENTS:

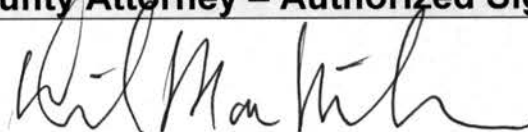
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: Authorize payment for the Rush Line Commuter Coach Project not to exceed \$118,050 for a one-year demonstration project beginning in 2009.

Regional Railroad Authority – Authorized Signature	Date
	11/12/08

Budgeting & Accounting – Authorized Signature	Date
	11/13/08

County Attorney – Authorized Signature	Date
	11/13/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The Rush Line Corridor originates in St. Paul and travels north to
2 Hinckley; and

3
4 WHEREAS, Ramsey County Regional Railroad Authority is a member of the
5 Rush Line Task Force; and

6
7 WHEREAS, the Rush Line Corridor Task Force has approved a commuter coach
8 service plan for coach bus service from the Forest Lake Area to the Union Depot in
9 downtown St. Paul; and

10
11 WHEREAS, the identified service plan includes four morning and four afternoon
12 trips with stops in the Forest Lake and White Bear Lake Areas; and

13
14 WHEREAS, the Rush Line Corridor Task Force is planning for the initiation of
15 service in early 2009; and

16
17 WHEREAS, the estimated yearly operating cost for the service is \$794,000; and

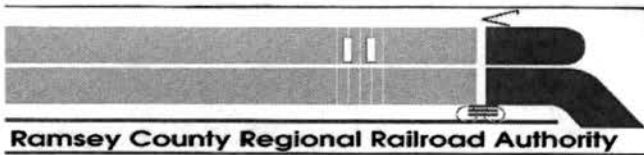
18
19 WHEREAS, the estimated cost not covered by the fares or federal funds is
20 \$472,200; and

21
22 WHEREAS, at its September 18, 2008 meeting the Rush Line Corridor Task
23 Force requested that Anoka, Chisago, Ramsey, and Washington County split the
24 \$472,200 equally; and

25
26 WHEREAS, Chisago County has acted to provide its quarter share (\$118,050) of
27 the cost and both Anoka and Washington Counties are expected to take action on the
28 Task Force's request by December 9, 2008. Now, Therefore, Be It

29
30 RESOLVED, that the Ramsey County Regional Railroad Authority provides
31 \$118,050 for the establishment of a one-year Commuter Coach demonstration route
32 from the Forest Lake Area to the Union Depot in downtown St. Paul with a stop in the
33 White Bear Lake Area; and Be It Further

34
35 RESOLVED, that Ramsey County Regional Railroad Authority funds will only be
36 made available upon the provision of the full \$118,050 in funding from Anoka, Chisago,
37 and Washington Counties.
38



4

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 11-18-08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Authorize Regional Railroad Authority staff to enter into discussions with staff from the Washington County Regional Railroad Authority to draft a joint powers agreement covering the I-94 Transitway Corridor.

EXECUTIVE SUMMARY

The I-94 Corridor begins at the Union Depot in downtown St. Paul and travels east into Washington County. This Corridor currently sees more than 130,000 vehicles a day at Trunk Highway 52 and 110,000 vehicles a day at I-694. The Draft 2030 Transportation Policy Plan shows that Traffic and congestion are forecast to increase substantially by 2030 resulting in the entire length of I-94 from downtown St. Paul to the St. Croix River being congested in 2030.

If mobility is to be maintained and improved along the I-94 Corridor, transit improvements are needed. Currently, the Corridor has express bus service, but it has not undergone an analysis to determine what transitway improvements may be needed to maintain and improve mobility between now and 2030. The Ramsey and Washington County Regional Railroad Authorities have expressed interest in advancing transitway improvements in the I-94 Corridor, however, prior to analysis being undertaken, a joint powers agreement is needed. This agreement will spell out the roles and responsibilities of its parties as they relate to transit and transportation improvements in the I-94 Corridor.

ACTION REQUESTED

Authorize Regional Railroad Authority staff to begin discussions on the development of a draft joint powers agreement for the I-94 Corridor with staff from the Washington County Regional Railroad Authority. Once drafted, the agreement will be brought to the Regional Railroad Authority prior to finalization. Upon finalization, the agreement will be brought to the Regional Railroad Authority for approval.

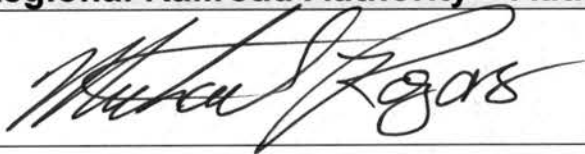
SUBJECT: Authorize Regional Railroad Authority staff to begin discussions on the development of a draft joint powers agreement for the I-94 Corridor with staff from the Washington County Regional Railroad Authority.

ATTACHMENTS:

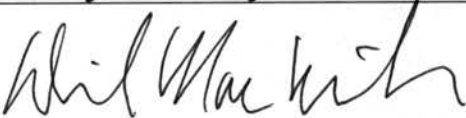
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: Authorize Regional Railroad Authority staff to begin discussions on the development of a draft joint powers agreement for the I-94 Corridor with staff from the Washington County Regional Railroad Authority.

Regional Railroad Authority – Authorized Signature	Date
	11/12/08

Budgeting & Accounting – Authorized Signature	Date
	11/13/08

County Attorney – Authorized Signature	Date
	11/13/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The I-94 Corridor currently carries over 130,000 vehicles at day at
2 Trunk Highway 52 and 110,000 vehicles a day at I-694; and
3

4 WHEREAS, The Draft 2030 Transportation Policy Plan shows that Traffic and
5 congestion are forecast to increase substantially by 2030 resulting in the entire length of
6 I-94 from downtown St. Paul to the St. Croix River being congested in 2030; and
7

8 WHEREAS, The Draft 2030 Transportation Policy Plan identifies the I-94
9 Corridor as a Transitway Corridor in need of analysis; and
10

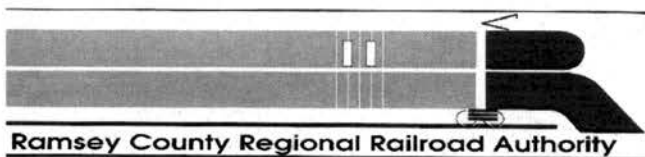
11 WHEREAS, this analysis is needed to identify how mobility can be maintained
12 and improved in the I-94 Corridor; and
13

14 WHEREAS, transitway analysis has been completed on similar Ramsey County
15 transitway corridors including the Red Rock and Rush Line by the Ramsey County
16 Regional Railroad Authority and its partners; and
17

18 WHEREAS, this partnership has been formalized through joint powers
19 agreements. Now, Therefore, Be It
20

21 RESOLVED, that the Ramsey County Regional Railroad Authority directs its staff
22 to begin discussions on the development of a draft joint powers agreement for the I-94
23 Corridor with staff from the Washington County Regional Railroad Authority; and Be It
24 Further.
25

26 RESOLVED, that once a joint powers agreement is drafted, the agreement shall
27 be brought to the Regional Railroad Authority prior to its finalization.
28



5

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 11/18/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Commissioner Rettman's Proposed 2009 Budget Addendum

EXECUTIVE SUMMARY

Commissioner Janice Rettman has submitted the attached addendum for consideration.

On December 18, 2007, the Ramsey County Regional Railroad Authority (RCRRA), approved the 2009 budget in the amount of \$32,708,558.

On September 9, 2008, the RCRRA certified the 2009 maximum tax levy for RCRRA in the amount of \$19,938,811 (includes allowance for uncollectible taxes). This is a 0% increase from 2008.

Approval of the final levy certification for taxes payable for 2009 will take place in December 2008.

ACTION REQUESTED

Information for discussion. RCRRA to determine if action will be taken on this item.

SUBJECT: Commissioner Rettman's Proposed 2009 Budget Addendum

ATTACHMENTS:

1. Commissioner Rettman memorandum dated 11/7/2008.

PREVIOUS ACTION:

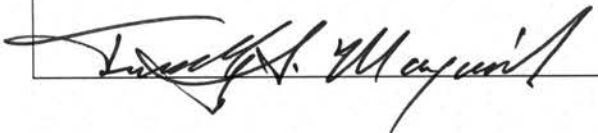
1. Approval of the 2009 RCRRA budget December 18, 2009 per Resolution R07-50.
2. Certification of the 2009 RCRRA Maximum Tax Levy September 9, 2008 per Resolution R08-03.

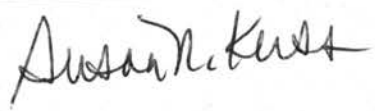
COUNTY MANAGER'S COMMENTS:

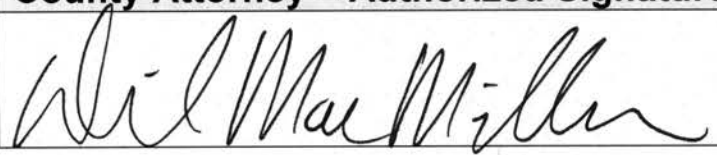
The Ramsey County Regional Railroad Authority Board of Commissioners adopted a long-term capital project program and financing plan in 2005. The financing plan included a stable property tax levy from 2007 to 2014 with operating costs for Central Corridor beginning in 2014.

The 2009 tax levy will fund the Railroad Authority's office expenditures, utilities for Union Depot, as well as capital costs for Central Corridor. It does not include operating and maintenance costs for Central Corridor.

SUBJECT: 2009 RCRRA Supplemental Budget Addenda

Regional Railroad Authority – Authorized Signature	Date
	11/14/08

Budgeting & Accounting – Authorized Signature	Date
	11/13/08

County Attorney – Authorized Signature	Date
	11/13/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

RAMSEY COUNTY BOARD OF COMMISSIONERS

JANICE RETTMAN

County Commissioner
District 3

Memorandum

To: Julie Kleinschmidt, Budget and Accounting Director
Ramsey County Board of Commissioners

From: Janice Rettman (11-07-08)

RE: 2009 Supplemental Budget and 2009 Regional Rail Budget

Fact: We are facing economic challenges of epic proportions.

However, hope and optimism abounds that we as a nation, state, county and municipality can rebound. Whether using an extreme makeover in our policy setting decisions and allocations of scarce resources or a strategy of choices, I believe we must take proactive actions to send clear messages to the taxpayers and other governmental bodies. I believe we are up to the tasks to take needed action.

I researched and reviewed several options for the 2009 budget reductions. Being in the second year of a two-year budgeting process, the dollars "are already" pre-programmed for 2009. However, with the enormous economic changes that have happened in 2008, I believe we **must afford** our property tax payers with some tax relief in 2009.

In order to respect the process of a two year budget, I chose the "easier cuts" to achieve my goal. As a result the original 5.1% aggregate levy increase is cut to a 2.9% tax levy.

My recommendation has NO additional FTEs (staff) lay-offs or any service cuts not originally envisioned in the 2008-2009 budgets. It gives a one-year only extension for the County Attorney's child support office with hope the State can restore "their" budget cut.

In this way, and with my personal absolute resolve and determination, we must together confront head on the reality of that budget deficits exist both at the state and nation. In our 2010-2011 budgets we as Ramsey County must join with our unions and staff to make well-reasoned decisions---some of which may be very painful.

The delicate balance between citizens and costs and taxes and fees is one that is entrusted to us. I believe we can steel ourselves to do battle with the economy and still assure our Ramsey County employees and taxpayers and businesses we will weather the storm while we assure the most vulnerable are protected.

e: 2009 supplemental budget letter

2009 Supplemental Budget

The following reductions result in an aggregate 2009 property tax levy of 2.9%.

From the recommended 2009 Proposed or Supplemental Budget, I am proposing the following property tax levy reductions:

- 2009 TIF new dollars (\$1,000,000.00)

NOTE: There remains the 2008 one time reauthorization \$ for the Downtown TIF about \$750,000 plus and additional \$200,000 in estimated new 2009 TIF revenues.

- Short term offenders (\$ 750,000.00)

NOTE: We should take a stand (with hopefully other Counties) to tell the State and the Legislature that the inadequate funding and the mandate will not be placed on the property taxes and we will not be able to accept the offenders.

- Regions Hospital Contribution (\$ 500,000.00)
- Equipment Fund (\$ 148,550.00)

NOTE: This decrease means the Equipment Fund would remain at the 2008 level.

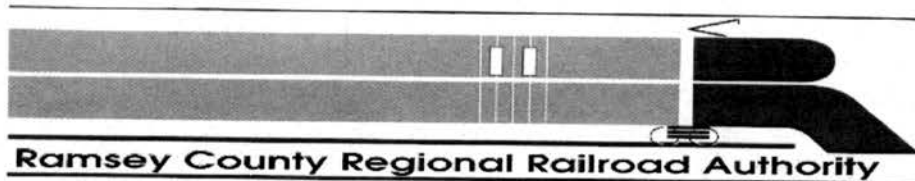
- County Attorney (please do not make the \$750,000 used to back fill the STATE cut in the child support office as part of the tax levy base)

2009 Regional Rail Budget

From the recommended 2009 Regional Rail Budget, I am proposing the following property tax levy reduction:

- Regional Rail Levy (\$1,400,000.00)

NOTE: As you will recall the Regional Rail Authority increased the tax levy to the maximum amount to "ramp up to the obligations" anticipated and needed to pay O and M for Central Corridor. With the vote we took to authorize the 1/4% sales tax (CTIB) and with the Legislature's directive that precludes property taxes being used for O and M, a property tax reduction is merited.



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

REGIONAL RAILROAD AUTHORITY MEETING

AGENDA

November 4, 2008

Immediately following the County Board Meeting
Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the November 4, 2008 Board Meeting is presented for approval.

MINUTES of the October 21, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) **Comments on the Metropolitan Council 2030 Transportation Policy Plan**

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 21, 2008

The Ramsey County Regional Railroad Authority met at 11:30 am, Tuesday, October 21, 2008, in the Council Chambers, Third Floor Court House.

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

MEMBERS ABSENT:

Chair McDonough called the meeting to order at 11:30 am.

AGENDA

Commissioner Reinhardt moved approval of the Agenda of the October 21, 2008 Board Meeting, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

MINUTES

Commissioner Carter moved approval of the Minutes from the September 9, 2008 Board Meeting, seconded by Commissioner Ortega. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

1. **Authorize payment to the St. Paul Port Authority for services not to exceed \$10,000 for Post Office property acquisition work through December 31, 2008**

Commissioner Reinhardt moved approval to authorize payment to the St. Paul Port Authority for services not to exceed \$10,000 for Post Office property acquisition work through December 31, 2008, seconded by Commissioner Parker. Commissioner Rettman commented that she would be voting no on this item.

Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, McDonough – 6. Nays – Rettman – 1. Motion accepted.

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

WHEREAS, The St. Paul Port Authority provides detailed invoice documentation for services and costs accrued for Post Office property acquisition work; and

WHEREAS, The City of St. Paul no longer is involved with the work being done on the contract and is no longer responsible for 50% of the costs continuing on the project; and

WHEREAS, It is anticipated that the St. Paul Port Authority will invoice Ramsey County Regional Railroad Authority for historic covenants and easements required as part of the acquisition in an amount not to exceed \$10,000 through December 31, 2008; Now, Therefore Be It

RESOLVED, Authorize the Ramsey County Regional Railroad Authority to approve payment to the St. Paul Port Authority for services not to exceed \$10,000 for Post Office property acquisition work through December 31, 2008.

2. Central Corridor Project Update

Robin Cauffman, Manager of Public Involvement for the Central Corridor Light Rail Transit Project presented updates on the project, public involvement activities and the public art project. She explained that the New Starts Application was submitted on September 5th and is starting its review with the Federal Transit Administration. She said they have also created a Parking Solutions Team (PST), in which staff from different project partners meet to discuss issues. The first team created covers the parking issues and is co-chaired by Dan Soler and Craig Blakely, who is with the City of St. Paul. They have held 2-3 meetings so far and are coming up with solutions to address some of the on street parking issues. This team includes Public Works staff and Outreach Coordinators. Outreach Coordinators have been surveying all the businesses to understand their impacts and needs, and this information is then brought back to the solutions team. This is a works in progress and the team meets weekly to discuss solutions.

Commissioner Ortega asked for clarification of the solutions teams.

Robin explained that previously there were Issue Teams that worked on issues that needed to be resolved. Now that they identified most of the issues, any outstanding details now fall into the Solutions Team.

To further clarify, Commissioner Ortega commented that off street parking, for example, is being addressed by a solutions team to come up with remedies for the issues.

Commissioner Rettman asked if the meetings were available for public attendance.

Robin responded that the meetings are currently at the staff level. However, she added that the Outreach Coordinators have been meeting with the community groups to work

through the specific issues in each area and they then share the information with the CDC's, as they are in a good position to help with some of the solutions.

Commissioner Rettman commented that there was supposed to be a community involvement section, which she had asked for previously and still has not been created. Additionally, she has been in contact with some of the groups Robin Cauffman mentioned and the Metropolitan Council still does not have a funding commitment in order to act on the issues. She said the Met Council recently received a letter from a variety of groups addressing this concern and stressed that people should be able to attend the meetings.

Commissioner Carter commented that the solution teams being developed should be helpful in driving toward solutions in a variety of different areas, but that it has been difficult to keep track of where things are happening and how to participate in the key discussions to either observe or impact it. Specifically she said Community Advisory has been told that they would have opportunity to inform, impact or influence and that it there has been wonderment in how that influence role is to occur. She said at a prior Central Corridor Management Committee she suggested the development of a compact as a way to comprise and share how decisions are being made, how solutions are being derived and which groups are working on which solutions. She believes this is very necessary in seeing the whole picture and understanding how solutions are being derived. She asked if the Met Council team is considering this.

Robin Cauffman responded that she was not aware of Commissioner Carter's suggestion of a compact but that they could work on additional ways to inform the communities on all the teams and meetings that are taking place.

Chair McDonough commented that the commissioners do receive the news updates on all the communities and suggested that that they add the project Solution Team meetings to those updates, so that people are aware of when and where they are happening and can get a sense of participation opportunities.

Robin Cauffman said she would take that suggestion back to the project office.

Robin Cauffman continued the project update and said they are conducting traffic modeling on University Avenue as well as downtown St. Paul and are beginning to review the results of those.

She also updated the Commissioners on the Public Involvement activities. She mentioned that a Disadvantaged Business Enterprise (DBE) mixer was held on September 25, an opportunity they presented to small minority and women owned businesses, to encourage them to think about the construction phase and possibly bidding on some of those contracts. 160 people attended and over 20 businesses expressed interest in becoming certified and have begun the certification process. They will hold more of the mixers in the next months and will begin to work on some of their Work Force in having some mixers such as the DBE mixer. Robin Cauffman said they

have been holding monthly meetings with the CDC's, about every two weeks, to learn about the issues especially coming from the small businesses. She said she is trying to find out what resources are out there to fit small businesses as they come closer to construction. She continued her update to say that Central Corridor Partnership hosted a business listening session. This is a brain storming exercise to work on the business concerns, find out what resources they will need for construction and figure out how they can start planning and organizing around those issues. They have held one session so far and plan to hold 2 or 3 more.

Robin Cauffman continued her update on the Public Art process. She said that the stations' structural design will be consistent through the corridor. It was learned from the Hiawatha Corridor that it is very difficult to maintain the differently designed stations because they all have unique parts and pieces. They also found that the stations are not necessarily up to current ADA code because some do not have seating arrangements and seating structures may not provide adequate seats. Therefore, they found that creating consistent structures is crucial and have received positive feedback from the community on that piece. She said they are now working on integrating the public art into the station design.

They are in the process of hiring five artists to assist them in this process. The artists will help to reflect the community around each of the stations, as well as make each of the stations unique with their art. They have about \$2.8 million budgeted for art at each station, which amounts to \$187,000 per station. The Artist Selection Committee that assisted the project office in selecting artists consisted of Sarah Penman from Ramsey County, Marcus Young from St. Paul, Regina Flanagan from CAAPB, Craig Amundsen from the University of Minnesota, Mary Altman from the City of Minneapolis, Joe Scala from Hennepin County, Erin McLennon from Minnesota State Art Board and Denise Hals from Minnesota Department of Transportation. For the selection process, they began with Requests for Qualifications for which 87 responses were received and 66 of those were eligible. The Artist Selection Committee reviewed all the qualified applications and narrowed the selections to 10 finalists who they believed would work well with the corridor and meet the criteria. The next step in the selection process was Request for Proposals in which the finalists submitted a concept station plan and a proposal for how they would engage the community in the process. The criteria used in the selection process consisted of artistic merit, materials and durability – taking in consideration the outdoor environment, maintenance and vandalism, demonstrated grasp of the work, familiarity and understanding of the neighborhood and its identity, public involvement approach, impact on transit customers and their successful completion of similar projects. The artists were then interviewed and the selection committee made a recommendation for 5 artists.

Robin Cauffman then talked about the 5 artists who were selected and briefly detailed their backgrounds. The first artists are Andrea Myklebust and Stanton Sears, former residents of the Twin Cities who moved their studio to Stockholm, Wisconsin. Their previous public art works include LRT Stations, public work projects and airports. They have flexibility with many materials including aluminum, stone, terrazzo, bronze, steel

and concrete. They are familiar with the communities and neighborhood organizations and plan to hold a visioning session with the public. Specific works include the Lindborgh Station on Hiawatha Corridor, the Edgerton Street Bridge in Vadnais Heights, the World War II Veteran's Memorial on the Minnesota State Capital, and a structure at Arizona State University.

The second artist is Janet Lofquist, a local resident of Minneapolis who has studios in Minneapolis and St. Paul. She has also worked on LRT stations, college campuses, plazas and institutions. Her materials include stainless steel, painted steel, stone, cast and sheet bronze, glass, cast concrete, wood and concrete pavers. She also plans to explore the relationship of the station location with the local architecture and community. Her public artwork includes the Hiawatha VA Station, a sculpture at the Metropolitan State University in St. Paul, a structure at St. Cloud State University and a plaza piece at the Minnesota State University in Bemidji.

The third artist is Seitu Jones, who lives and works in St. Paul's Frogtown neighborhood on University Avenue. He has done public infrastructure and plaza type pieces, using a variety of materials such as bronze, granite, concrete, steel and wood. He plans to bring in two artists who he will train and mentor in public art and he also plans to collaborate with groups of people including neighborhood residents, engineers and school children. His public artwork includes a piece on Nicollet Mall in Minneapolis, the "Summer Park Overlook Bridge in Heritage Park in Minneapolis that is accompanied by the "Summer Park Overflow" Grate, and a retaining wall on Wabasha Street in St. Paul.

The fourth artist is Roberto Delgado from Los Angeles, California. His previous work includes transportation projects for bridges, retaining walls, sound barriers and LRT stations and he uses a variety of materials such as ceramic tile, stone and metal. He engages the community by taking area photos, interviewing, researching the community's culture, history and archival graphics. He has public artwork at the US Border Station in Douglas, Arizona, the East Los Angeles Civic Center in California, the Port of Los Angeles Cruise Ship Promenade, and the Heritage Square LRT Station in the Lincoln Heights District in California.

The fifth artist is Nancy Blum from New York, who has worked on transit stations, airports and public works projects. The materials she uses are cast iron, cast resin, cast aluminum and cast bronze. She plans to engage the small businesses, diverse residents and local organizations around her station. Her previous public artwork includes the station art at the Dobbs Ferry station in New York, a wall piece at Seattle/Tacoma International Airport and a pothole cover in Seattle, Washington.

Robin Cauffman explained that the Artist Selection Committee has also begun to designate the artists to the stations, taking into consideration their knowledge of the communities and expressed interest. Assignments have been made and are as followed: Blum will work at the U of M stations and at Fairview; Delgado will work at – Village, Snelling Avenue and the downtown 4th and Cedar Street Stations; Lofquist will work at the 29th Avenue station and at Capital East and the 10th Street station;

Myklebust and Sears were selected for the West Gates and Raymond stations, as well as the Union Depot Station. Jones was selected to work at Lexington Avenue, Rice and Dale Street stations.

Commissioner Rettman asked if Mykelbust and Sears would be designated to the Western, Victoria and Hamline stations as well.

Robin Caufman responded that those stations have not yet been assigned to an artist.

Robin Caufman said the next step in the public art process is to award the public art contracts, which is on the Metropolitan Council's agenda for Wednesday, October 22. They will be taking action on this item, which was passed by a 5 to 3 vote by the Transportation Committee on Monday, October 13. Once this action is passed by the Met Council, the regional administrator will be able to execute the contracts, which is anticipated in November. They will begin the Public Involvement Process.

Chair McDonough wanted to confirm, first, that the artists' station preferences were taken into consideration in assigning them to their stations. He then wanted to clarify the 5 to 3 vote by the Transportation Committee on the artists' contracts by saying that the 3 votes opposing the contracts were not necessarily unsupportive of the proposed artist. Rather, they were opposed to spending any money on public art. He stated it is important for the community to understand this.

Commissioner Carter commented that it was very surprising to hear of votes that were not in support of spending money on public art for a public project when it is a federal requirement to support it. She was, therefore, pleased that the Transportation Committee did pass the recommendation for artists' contracts and that it is moving forward. She mentioned, however, that there is a concern about the manner in which the process will move forward. She asked Robin Caufman to explain what is being done to assure the management of the public art processes such as working with the artists, working with the architects, engaging the community and ensuring that we are moving forward with a process that works for the community and that they have influence in the processes.

In response to Commissioner Carter's question, Robin Caufman commented that the Federal Transit Authority requirement is only a guideline for including public art into the project and is suggested to be between .5 – 5% of construction cost. She explained further that part of the challenge has been that state laws in the procurement processes do not allow them to share the content of the artists' proposals with the public prior to the contracts being executed. Therefore, they created the Artist Selection Committee to be able to bring in the community interests and knowledge as part of the process in the selection. She said she is aware of the concerns and comments in this issue.

Commissioner Carter asked if the content of the proposals would become available to the community now that the artists have been selected, how soon would that happen and if there was a set person to be in charge of the public art process.

Robin Cauffman responded that as soon as the contracts are executed, the information could be shared with the public. She also said the person managing the public art and architecture processes has been recently replaced with Alicia Vap. Once the artists are under contracts, they will work closely with the outreach coordinator and a task force for each station, to help with the public involvement process and to help bring the community into the process. She also pointed out that the artists understand that their proposals and concepts presented during the selection process may or may not be used, as they were solely used for the artists' selection into the project. Therefore, the proposals may be shown to the public for their input but the artists may also just start from scratch.

Commissioner Rettman asked when the Public Involvement Plan would be available. She said at a recent Regional Rail Authority meeting, it was determined that the Plan was still not available to the public and needs to be.

Robin Cauffman replied that she would need to confer with Dan Soler on the availability of the Plan.

3. Comments for Metropolitan Council's Transportation Policy Plan

WHEREAS, The Metropolitan Council is required to update the 2030 Transportation Policy Plan (TPP) for the region; and

WHEREAS, The Council is receiving public comments on the plan until November 6, 2008; and

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has been working toward, and is committed to, improving transit options in Ramsey County and the rest of the East Metro area; Now, Therefore Be It

RESOLVED, That the RCRRA believes that the lack of transitway corridors in the East Metro area is a serious shortcoming of the plan; and Be It Further

RESOLVED, That, while the Metropolitan Council is not responsible for intercity rail planning, projects like the Union Depot Intermodal Transit Hub are vital to the region's economic future; and Be It Further

RESOLVED, That the RCRRA does not agree with identifying corridors such as Red Rock as bus corridors when prior planning work identifies them as rail corridors; and Be It Further

RESOLVED, That the plan's assumption of one rail corridor at a time is inadequate and inconsistent with legislative direction; and Be It Further

RESOLVED, That the bus funding in the plan appears to be inadequate and the Metropolitan Council should take a more aggressive approach to identifying adequate funding; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority is eager to work with the Council to improve the regional transportation system and we will be active advocates for East Metro projects.

Chair McDonough commented that the resolution, for the item Comments for the Metropolitan Council's 2030 Transportation Policy Plan (TPP), needs to be more strongly geared toward Ramsey County's specific issues. He said the Metropolitan Council needs to take a lead in recognizing that an intermodal transportation hub in the community is vital to a healthy transit system. He suggested that the Regional Railroad Authority return on the November 4, 2008 meeting with the re-worded resolution

Commissioner Reinhardt commented that the legislators in Ramsey and Washington County - the East Metro, are also very alarmed about what is being proposed. She said it is very important that they work in conjunction with Washington County, the state legislator and business partners to be much more aggressive on the issue.

Commissioner Parker agreed that more discussion on this issue was necessary. She also wondered why the copies of the 2030 TPP they received were missing certain chapters.

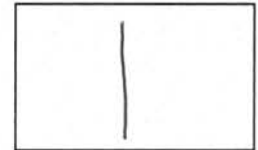
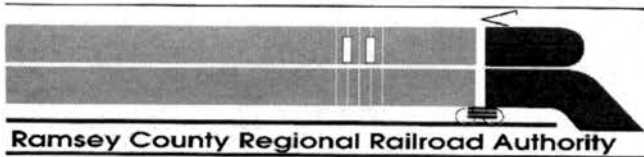
Steve Morris responded that only the Transit and Summary components were included in with the board packets and that the rest of the chapters could be accessed on the Metropolitan Council's website.

Chair McDonough asked the Regional Rail Authority to provide hard copies of the other TPP chapters to the Commissioners.

Tim Mayasich commented that he would contact Ken Haider, Director of Public Works, to coordinate responses regarding the other TPP chapters and that it is the role of Public Works to provide comments on the Plan as well.

Chair McDonough commented that the Commissioners should forward any individual pieces to the Regional Railroad Authority. He said it is important that they have a firm voice about what their vision is for the 2030 TPP and how it affects Ramsey County and the East Metro.

The meeting adjourned at 12:10 pm.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 11/04/08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Comments on the Metropolitan Council 2030 Transportation Policy Plan Update

EXECUTIVE SUMMARY

The Metropolitan Council has drafted a required update of their long-range 2030 Transportation Policy Plan. The plan identifies transportation issues and describes actions to be taken to preserve, improve and expand the region's transportation system. The plan must identify resources available and be consistent with those resources. The public comment period on the plan closes on November 6, 2008.

The Counties Transit Improvement Board will consider comments at its October meeting.

The Draft TPP does not identify major transitway improvements in the East Metro area. It does not show Red Rock as commuter rail. The funding estimates do not appear to allow for the projected bus service required but a new source of funding is not identified.

ACTION REQUESTED

Consider the draft resolution authorizing the Chair to sign the attached letter of comment on the 2030 Transportation Policy Plan Update.

SUBJECT: Comments on the Metropolitan Council 2030 Transportation Policy Plan Update

ATTACHMENTS:

1. Proposed resolution
2. Draft comment letter

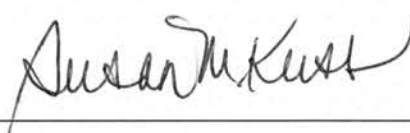
PREVIOUS ACTION:

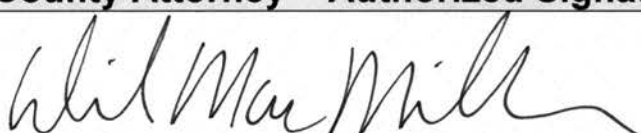
None

COUNTY MANAGER'S COMMENTS:

SUBJECT: Comments on the Metropolitan Council 2030 Transportation Policy Plan Update

Regional Railroad Authority – Authorized Signature	Date
	10-30-08

Budgeting & Accounting – Authorized Signature	Date
	10/30/08

County Attorney – Authorized Signature	Date
	10/30/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Comments on the Metropolitan Council 2030 Transportation Policy Plan Update

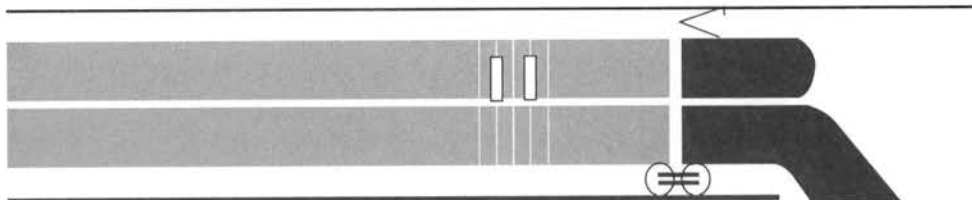
Draft Resolution

1 WHEREAS, The Metropolitan Council is required to update the 2030 Transportation
2 Policy Plan (TPP) for the region; and
3

4 WHEREAS, The Council is receiving public comments on the plan until November 6,
5 2008; and
6

7 WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has been
8 working toward, and is committed to, improving transit options in Ramsey County and the rest
9 of the East Metro area; Now, Therefore Be It
10

11 RESOLVED, That the RCRRA authorizes its Chair to forward the attached letter
12 commenting on the 2030 Transportation Policy Plan.
13



Ramsey County Regional Railroad Authority

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

November 4, 2008

Mr. Peter Bell
Chair, Metropolitan Council
300 North Robert Street
Saint Paul, MN 55101

Re: Draft 2030 Transportation Policy Plan

Dear Chair Bell:

The Ramsey County Regional Railroad Authority (RCRRA) appreciates the opportunity to comment on the draft of the 2030 Transportation Policy Plan (TPP). We are providing general comments on the plan and specific comments on individual chapters.

General Comments

Recent transportation developments in the region, state and country bring the potential of improved transit services that work well for our citizens, our economy and our environment. Metro Transit's light rail and bus ridership continue to set records. The NorthStar commuter rail line is under construction. The Central Corridor line is in preliminary engineering. Public demand for transit options is increasing exponentially.

The 2008 legislation allowing the creation of the Counties Transit Improvement Board and its enactment by five metro area counties allowed the Metropolitan Council to request permission to begin final design on the Central Corridor next year with the non-federal share fully committed. This is a major achievement that will improve the project's ranking with the Federal Transit Administration and help the project stay on schedule and on budget.

In May of this year, RCRRA closed on the purchase of the Union Depot concourse for development as a multimodal transit hub. A few short weeks ago, Congress passed and the President signed a new rail authorization bill that provides funding, not only for Amtrak, but to states for intercity rail matching funds. This creates, for the first time, a federal program to improve passenger rail service. Over time, improved passenger rail service will relieve pressure on airports by becoming the mode of choice for trips of 500 miles and less, allowing air carriers to add more profitable, longer distance trips without

the need for major airport expansions. It will also provide needed access for rural Minnesotans to educational, medical and recreational opportunities. While much of the intercity service will occur outside the Metropolitan Council's service area, the Union Depot will be its connection to the greater Twin Cities transit system and this connection needs to be incorporated into the TPP. Additionally, the plan needs to recognize that the Union Depot is a significant transportation, economic development, and historic resource.

The plan does not reflect the geographic balance needed for efficient regional growth. While the improvements shown are important, they are not balanced and lead to very little transit investment in the east metro. This is unacceptable as the lack of investment in transit infrastructure will not accommodate identified future population growth and economic development for the region. Economic development cannot occur without the required transportation infrastructure and the meager level of transit investment is not acceptable to the residents and local governments. These governments recognize the importance of transit service and have worked hard over the years to move transit projects forward in the east metro and provide strong support to other regional transit projects.

Counties have advanced work on corridors such as Red Rock, Rush Line, and Robert Street in the East Metro. Analysis of I-94 and the Northeast Diagonal are being undertaken. These corridors should be listed as having potential for rail development. Elsewhere in the region, Southwest, Bottineau, Cedar Avenue and I-35W are advancing. The TPP is too restrictive in regards to the advancement of transit corridors. The region needs to be flexible and ready to take advantage of programs as they evolve. Throughout the TPP there is reference to the Federal Cost-Effectiveness Index. The region should decide on its transportation priorities then develop funding strategies that expedite the completion of the region's transit corridors. The region should focus on local funding initiatives rather than rely on a Federal measure that has come under increasing Congressional scrutiny and will likely not be included in the next authorization bill. The region has not historically depended upon the CEI and, in fact, worked with Congress to exempt NorthStar from the requirement.

The TPP states that additional rail corridors beyond Central, Southwest and Bottineau are not justified. This is only true under the current federal regulations. The current regulations are extremely restrictive and do not reflect the transit needs of metro areas. This is a major reason numerous cities have chosen to build rail projects without federal funds. The TPP should not assume the federal status quo will continue into the future and should recognize corridors such as Red Rock and Rush Line as potential future rail corridors. This recognition would be consistent with prior planning studies and legislative direction. The inclusion of these corridors would help provide the geographic balance that the plan currently lacks.

The plan continues the existing goal of doubling ridership by 2030. By that time, the Counties Transit Improvement Board will have provided approximately \$2 billion in support of transitways. These funds were not available for transit ways in the past. This plan should set a more aggressive goal for transit ridership to reflect this new level of local investment in the region's transit system.

Specific Comments

Chapter 3, Regional Transportation Finance

On page 30, the plan suggests that CTIB funding can be used for construction of park and ride lots. That statement is only true if the lot is part of a transitway.

The plan relies on an unidentified source of state funding to cover a projected deficit for current services from 2009-2011 (page 35). After that time, it assumes that a 3%-5% annual increase in the Motor Vehicle Sales Tax (MVST) will be required to support existing service. That assumption is far more optimistic than the actual MVST performance over the last several years. The plan makes a general reference to fare increases, additional state funding and use of reserves to cover the short term deficit. More detail should be provided to identify the scope of the problem and alternative scenarios should be included. Inadequate funding of the basic bus system is a fundamental concern for the Ramsey County Regional Railroad Authority Board.

On page 36, the TPP restates the current policy of allowing the Regional Transit Capital bonding to increase by 1% beyond expansions to the taxing area. This seems inconsistent with capital needs to expand the system, purchase alternative fuel buses, etc. Is this increase adequate to fund future capital needs?

The plan calls for only one federally funded New Starts transit project at a time. This means that the next project after the Central Corridor would not have a Full Funding Grant Agreement to begin construction until 2015-2016. This is inconsistent with legislative and local efforts to speed up project delivery. The TPP should be structured to accommodate more than one New Starts Project at a time and not base the selection of corridors on a predetermined priority list. The plan must be flexible enough to allow any transit corridor to advance if the required funding becomes available.

On page 37, the plan states that CTIB will generate approximately \$85 million annually. It should also recognize that \$30.8 million of the first year's revenue will go to the Metropolitan Council for transit operations.

Chapter 7 Transit

As stated above, the region needs flexibility to advance multiple corridors instead of a slow, linear approach. Policy 15 requires detailed planning for rail corridors but not bus rapid corridors. There should be a neutral evaluation of corridor needs that does not drive decision-making to a less effective solution just because the project development process is easier. The policy also states that transitway infrastructure investments will not be made unless operating funds have been identified. Since there is a projected operating deficit over the next several years, this has apparently not been done for the I-35W and Cedar Urban Partnership Agreement (UPA) corridors already under construction. This chapter, combined with Chapter 3, suggests there will not be adequate funding to continue the current service and allow for future expansion. Expanding bus transit way corridors should not occur if it comes at the expense of the local bus system. Service cuts and fare increases over the last several years will not meet the stated goal of growing

ridership. We support the plan's intention to involve underrepresented populations in transportation planning. The allocation of limited transit resources should involve those groups as well.

The list of corridors under development should reflect that Red Rock selected commuter rail as its alternative and that the Rush Line Alternatives Analysis will be completed in 2009.

The corridors under study should include I-94, Robert Street and the Northeast Diagonal.

The Intercity Passenger Rail paragraph should reflect that Ramsey County Regional Railroad Authority (RCRRA) has purchased the Union Depot concourse and will be developing it as a multimodal transportation center serving Amtrak, Central Corridor light rail, intercity and regional buses, and commuter rail.

RCRRA supports the concept of improving bus service on arterial streets. We are concerned that there does not appear to be a funding source for these improvements.

As noted above, the listing of transit ways is inadequate. Several potential rail corridors are assumed to have only bus service and one corridor, Botteneau, is now shown as a rail corridor prior to the completion of the federally required Alternative Analysis. There is inadequate attention to corridors in the east metro area and too much focus on bus to the exclusion of other modes.

The plan recognizes that there will not be significant new highways built in the region to relieve congestion. Highway projects will be focused on maintaining and optimizing a highly developed, mature system. That makes major improvements to the transit system even more important in accommodating the increasing travel demands of a healthy region.

Chapter 9

The plan was reviewed by the Ramsey County Park and Recreation Department for its consistency with the mission of Active Living Ramsey County (ALRC). The ALRC's mission is to "Create and Promote environments that make it safe and convenient for people to integrate physical activity into their daily routines." The Ramsey County Parks and Recreation Department is pleased that the plan recognizes the role and value of bicycle and pedestrian transportation.

Recognizing that bicycling and walking offer a variety of transportation benefits while allowing travelers a way to obtain regular exercise, the Metropolitan Council's draft plan outlines a number of policies and strategies that promote pedestrian and bicycle travel systems. Specific strategies under Policy 18 of the plan include:

- Bicycle and Pedestrian Regional Investment Priorities
- Connectivity to Transit
- Local Planning for Bicycling and Walking

- Inter-Jurisdictional Coordination
- Multi-Modal Roadway Design
- Education and Promotion

This emphasis supports achievement of the following strategic plan goals of ALRC:

- 1) Improve Health
- 2) Influence Policy
- 3) Enhance the Built Environment
- 4) Engage Communities.

Examples of how this plan meets the ALRC's goals include, increasing the proportion of walking and bicycle trips as outlined under the ALRC goal of improving health and encouraging a comprehensive multi-modal transportation system as outlined under the ALRC goal to enhance the built environment.

As part of the plan review by the Ramsey County Parks and Recreation Department, members of the ALRC Bicycle Committee were asked to review and comment on the draft plan. A number of comments were received which fall generally into the following categories:

- Provide an increased emphasis on safety, especially in the detailed design and construction of bicycling facilities
- Provide an increased education of bicycling skills and standards especially for policy/decision makers and designers and engineers
- Provide additional emphasis on design and amenities that promote a change in transportation modes (walk 1 - 4 miles, bicycle 5 - 12 miles) such as: continuous trails like regional or State trails, complete streets, removal of barriers such as narrow bridges, bicycle parking, user shower/locker facilities. Provide a draft plan that is better aligned with the U. S. Department of Transportation's, Design Guidance, Accommodating Bicycle and Pedestrian Travel: A Recommended Approach, A US DOT Policy Statement Integrating Bicycling And Walking Into Transportation Infrastructure.

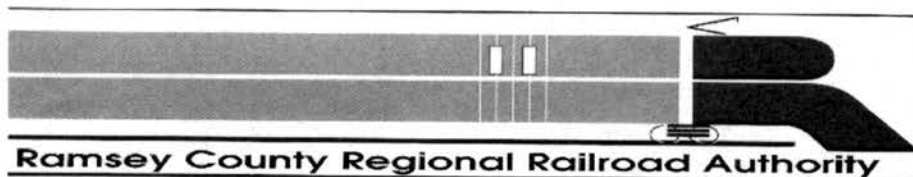
We appreciate the opportunity to comment on the TPP. The last several years have seen significant positive transit developments. The major problem, as pointed out in the plan, continues to be inadequate funding. We look forward to working with you to improve transportation in the region.

If we can provide further information, please do not hesitate to contact me.

Sincerely,

Jim McDonough
Chair
Ramsey County Regional Railroad Authority

CC: RCRRA members



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

October 21, 2008

Immediately following the County Facilities Committee Meeting
Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the October 21, 2008 Board Meeting is presented for approval.

MINUTES of the September 9, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) **Authorize payment to the St. Paul Port Authority for services not to exceed \$10,000 for Post Office property acquisition work through December 31, 2008**
- 2) **Central Corridor Project Update**
- 3) **Comments for Metropolitan Council's Transportation Policy Plan**

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

September 9, 2008

The Ramsey County Regional Railroad Authority met at 9:45 .am., Tuesday, September 9, 2008, in the Council Chambers, Third Floor Court House.

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

MEMBERS ABSENT: Commissioner Tony Bennett

Chair McDonough called the meeting to order at 9:50 a.m.

AGENDA

Commissioner Parker moved approval of the Agenda of the September 9, 2008 Board Meeting, seconded by Commissioner Carter. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. No Vote – Bennett - 1. Nays – 0. Motion accepted.

MINUTES

Commissioner Carter moved approval of the Minutes from the August 19, 2008 Board Meeting, seconded by Commissioner Rettman. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. No Vote – Bennett - 1. Nays – 0. Motion accepted.

1. Certify maximum levy for Ramsey County Regional Railroad Authority in the amount of \$19,938,811 for 2009

Commissioner Ortega moved approval to Certify maximum levy for Ramsey County Regional Railroad Authority in the amount of \$19,938,811 for 2009, seconded by Commissioner Carter. Commissioner Rettman commented that there will be an opportunity to reduce this amount.

Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. No Vote – Bennett - 1. Nays – 0. Motion accepted.

WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed maximum tax levy to the Property Records and Revenue Department (County Auditor) by September 15, 2008; and

WHEREAS, The Truth in Taxation Law includes a provision that the approved tax levy for the 2009 budget cannot be more than the proposed tax levy certified by the Ramsey County Regional Railroad Authority by September 15, 2008; and

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

RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2009 budget in the amount of \$19,938,811.

2. Structures Demolition/Deconstruction – 1870 English St., Maplewood

Commissioner Reinhardt moved approval for the Structures Demolition/Deconstruction at 1870 English Street in Maplewood, MN., seconded by Commissioner Ortega.

Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. No Vote – Bennett - 1. Nays – 0. Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority owns the premises at 1870 English St., Maplewood; and

WHEREAS, chronic vacancy, vandalism and ongoing “mothball” expense create a financial and management burden for the RCRRA; RCRRA staff recommend advertising for bids to deconstruct the buildings and raze the premises to mitigate operational expenses and preserve the property for its’ potential transportation corridor related development; Now, Therefore Be It

RESOLVED, Ramsey County Regional Railroad Authority hereby authorizes its’ staff to work with St. Paul and Ramsey County Department of Contracts and Analysis to advertise for bid to deconstruct the buildings and raze the premises at 1870 English St., Maplewood; and Be it Further

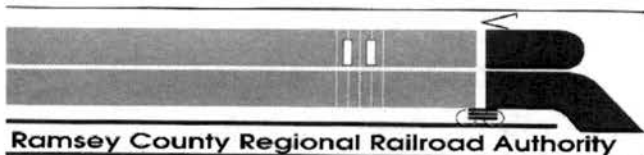
RESOLVED, Ramsey County Regional Railroad Authority also authorizes the County Manager to execute a contract with the lowest responsible bidder, subject to final approval by Budgeting and Accounting, Property Management and the County Attorney’s Office; and Be it Further

RESOLVED, Ramsey County Regional Railroad Authority authorizes the County Manager to make all necessary payments, budget adjustments, and execute change

orders and amendments to the contract, provided the cost is within the project budget of \$60,000.

Commissioner Reinhardt commented that funding for the bus service on Rushline was passed in Chisago County and that requests for funding will soon go to Ramsey, Washington and Anoka Counties.

The meeting adjourned at 9:55 a.m.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 10/21/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Authorize payment to the St. Paul Port Authority for services not to exceed \$10,000 for Post Office property acquisition work through December 31, 2008.

EXECUTIVE SUMMARY

In 2005, the Ramsey County Regional Railroad Authority (RCRRA), City of St. Paul, and the St. Paul Port Authority signed an agreement (Agreement No. 0905) to have the Port Authority negotiate the purchase of the Post Office property. The agreement identified the RCRRA, and the City as the Buyer of the property. Fees were to be split evenly between the City and the RCRRA and the Port Authority was to be reimbursed for legal and other fees incurred.

The expectation was that the City would eventually own the Post Office tower and the RCRRA would own the concourse/train deck area. During negotiations, the tower was removed from the purchase and only the concourse train deck area is being purchased. The RCRRA is making the purchase and the City is no longer involved.

Agreement No. 0905 is in place until December 31, 2008. Ramsey County's portion of the agreement is \$207,500.00, with \$104,311.96 remaining on the agreement. The Port Authority's work is complete, but there have been and will be minor expenses involving the Minnesota Pollution Control Agency permitting and legal work on historic covenants for the property. Since the City is no longer involved in the purchase, it is not appropriate for them to be responsible for these costs. The costs are expected to be approximately \$10,000 to complete the historic covenants and easements required as part of the purchase.

A Port Authority invoice in the amount of \$2,164.28 is attached and it is anticipated that a subsequent invoice will be received for services ending December 31, 2008,, that will not exceed the \$10,000 maximum allowed for this work.

ACTION REQUESTED

Authorize the RCRRA to approve payment to the St. Paul Port Authority for services not to exceed \$10,000 for Post Office property acquisition work through December 31, 2008.

SUBJECT: Authorize payment to the St. Paul Port Authority for services not to exceed \$10,000 for Post Office property acquisition work through December 31, 2008.

ATTACHMENTS:

1. Proposed resolution.
2. Copy of Agreement No. 0905
3. Copy of St. Paul Port Authority invoice, dated 9/23/08, and attachments.

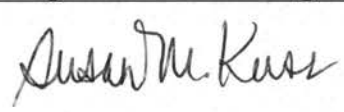
PREVIOUS ACTION:

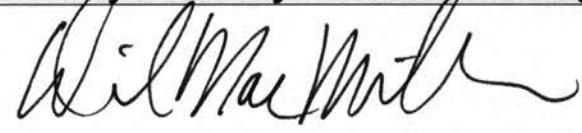
None.

COUNTY MANAGER'S COMMENTS:

SUBJECT: Authorize payment to the St. Paul Port Authority for services not to exceed \$10,000 for Post Office property acquisition work through December 31, 2008.

Regional Railroad Authority – Authorized Signature	Date
	10-15-08

Budgeting & Accounting – Authorized Signature	Date
	10/15/08

County Attorney – Authorized Signature	Date
	10/15/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The Ramsey County Regional Railroad Authority has contracted
2 with the City of St. Paul 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, The St. Paul Port Authority provides detailed invoice documentation
6 for services and costs accrued for Post Office property acquisition work; and
7

8 WHEREAS, The City of St. Paul no longer is involved with the work being done
9 on the contract and is no longer responsible for 50% of the costs continuing on the
10 project; and
11

12 WHEREAS, It is anticipated that the St. Paul Port Authority will invoice Ramsey
13 County Regional Railroad Authority for historic covenants and easements required as
14 part of the acquisition in an amount not to exceed \$10,000 through December 31, 2008;
15 Now, Therefore Be It
16

17 RESOLVED, Authorize the Ramsey County Regional Railroad Authority to
18 approve payment to the St. Paul Port Authority for services not to exceed \$10,000 for
19 Post Office property acquisition work through December 31, 2008.
20
21
22

EXHIBIT A-001
05 SEP 27 11:12

**JOINT POWERS AGREEMENT
BY AND AMONG
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY,
CITY OF ST. PAUL, AND ST. PAUL PORT AUTHORITY**

This is a Joint Powers Agreement by and among the St. Paul Port Authority ("Contractor"), Ramsey County Regional Railroad Authority ("RCRRA"), a political subdivision of the State of Minnesota, and City of St. Paul, a home rule charter city (City).

RECITALS

WHEREAS, Minnesota Statutes Section 471.59 (the "Joint Powers Act") provides that two or more governmental units, by agreement entered into through action of their governing bodies, may jointly or cooperatively exercise any power common to the contracting parties or any similar powers, and that the agreement may provide for the exercise of such powers by one or more of the participating governmental units on behalf of the other participating units; and

WHEREAS, the parties hereto are "governmental units" as such term is defined in the Joint Powers Act; and

WHEREAS, it has been proposed that the Contractor, on behalf of the RCRRA and City, negotiate the acquisition of the Post Office buildings located in St Paul, Mn; and

WHEREAS, the governing bodies of the Contractor, RCRRA and City have authorized the execution and delivery of this Joint Powers Agreement.

NOW THEREFORE RCRRA, City and the Contractor agree as follows:

1. **Scope of Services**
Contractor shall provide the services specified in ADDENDUM I, attached hereto and made a part of this Agreement.
2. **Cost/Payment**
The cost of services shall be as set forth in ADDENDUM I. The Contractor shall submit monthly an itemized invoice to RCRRA and the City specifying the nature of work performed and hourly time associated with such work. Upon receipt of the invoice and verification of the charges, RCRRA and City shall each pay 50% of amount due and make payment within 35 days of receipt of a detailed invoice. Interest accrual and disputes regarding payment shall be governed by the provisions of Minnesota Statutes §471.425.
3. **Independent Contractor**
It is agreed that nothing contained in this Agreement is intended or should be construed as creating the relationship of agents, partners, joint venturers, or associates between the parties hereto or as constituting the Contractor as the employee of RCRRA and City for any purpose or in any manner whatsoever. The Contractor is an independent contractor

and neither it, its employees, agents nor representatives are employees of RCRRA and City. From any amounts due the Contractor, there will be no deductions for federal income tax or FICA payments, nor for any state income tax, nor for any other purposes which are associated with an employer-employee relationship unless required by law. Payment of federal income tax, FICA payments, and state income tax are the responsibility of the Contractor.

4. Indemnification

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

5. Audit

Until the expiration of six years after the furnishing of services pursuant to this Agreement, the Contractor, upon written request, shall make available to RCRRA and City, the State Auditor, or RCRRA's ultimate funding source, a copy of this Agreement, and the books, documents, records, and accounting procedures and practices of the Contractor relating to this Agreement.

6. Cancellation

RCRRA, City or Contractor may cancel this Agreement without cause by thirty (30) days' written notice to the other party. RCRRA, City or Contractor may cancel this Agreement for cause by five days' written notice to the other party.

7. Non-Discrimination

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

8. Data Practices

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

9. Workplace Violence Prevention

The Contractor shall make all reasonable efforts to ensure that Contractor's employees, officials and subcontractors do not engage in violence while performing under this

6

contract. Violence, as defined by the Ramsey County Workplace Violence Prevention and Respectful Workplace Policy, is defined as words and actions that hurt or attempt to threaten or hurt people; it is any action involving the use of physical force, harassment, intimidation, disrespect, or misuse of power and authority, where the impact is to cause pain, fear or injury.

10. Subcontractor Payment

The Contractor shall pay subcontractors within ten days of the Contractor's receipt of payment from RCRRA and City for undisputed services provided by the subcontractor. The parties acknowledge that Contractor is a "municipality" subject to the provisions of Minnesota Statutes 471.425.

11. Unavailability of Funding

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

12. HIPAA Compliance

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

13. Interpretation of Agreement; Venue

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

14. Entire Agreement

This Agreement, including ADDENDUM I is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties relating to the service identified herein. If there are any inconsistencies between the provisions of this Agreement and ADDENDUM I, the provisions of this Agreement shall prevail. Any amendments to this Agreement and ADDENDUM I shall be valid only when reduced to writing and duly signed by the parties.

15. Term

The term of this agreement shall commence on June 20, 2005 and terminate on June 30, 2006, unless sooner terminated as provided herein or extended by the parties.

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

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY

By: [Signature]
Print Name: Rafael E. Ortega

Its: Chair
Date: 7/26/05

Klauspiegelaere
Director
7/26/05

CITY OF ST. PAUL

By: [Signature]

Its: Mayor

By: [Signature]
Its: Director of Department of Human Rights

By: [Signature]
Its: Director of Office of Financial Services

By: [Signature]
for Its: Director of Department of Planning and
Economic Development

Date: 9/07/05

Approved as to form:

[Signature]
Assistant County Attorney

ST. PAUL PORT AUTHORITY

By: [Signature]
Print Name: _____

Its: President
Date: 9/13/05

Contractor Tax Payer ID#
41-6005524

Approved as to form:

[Signature]
City Attorney

Funds are available 2005
Account Number: 12509 150/12 00.00 = 421522

[Signature]
Budgeting and Accounting

Funds are available
Account Number: _____

Budgeting and Accounting

8

ADDENDUM I SCOPE OF SERVICES

The Contractor shall perform the following services on behalf of RCRRA and City in connection with the acquisition of real estate now owned by the United States Post Office and located in St. Paul, Mn.

1. Contractor will represent the City and RCRRA (Buyer) in their joint effort to acquire real estate currently owned by the United States Post Office (Seller), and located as noted on the attached site plan.
2. Contractor will negotiate with Seller the terms and conditions of the acquisition. If successful, the transaction will be memorialized first by a letter of intent (LOI) and then by a purchase agreement (PA). The LOI & PA will be a three party agreement between Seller, City and RCRRA. Contractor has no authority to legally bind the City and RCRRA to a LOI or PA, instead approval of a LOI and PA must be made by the governing bodies of the City and RCRRA.
3. The terms and conditions of the LOI and PA will include, but not be limited to, the purchase price, Buyer's right to inspect property, Seller and Buyer contingencies (including financing of the acquisition), and a closing schedule. Seller may also wish to incorporate a lease-back arrangement to maintain a downtown retail presence and a Postmaster office.
4. The Seller has indicated a need to "recognize the value in use of this building".
5. RCRRA and City understand that William Morin will be the primary individual performing services under this agreement. Other personnel may be assigned upon consent of RCRRA and the City.
6. Upon execution of the LOI and PA by the Seller, City, and RCRRA, the Contractor will manage for the benefit of Buyer the due diligence process.
7. Primary contact persons for this Agreement are:

RCRRA: Commissioner Rafael E. Ortega
(Kathy DeSpiegelaere may act in his stead)

City: Mayor Randy C. Kelly
(Tom Triplett may act in his stead)

Contractor: William M. Morin

Each primary contact person is responsible for communicating to its own organization and for seeking its appropriate approvals of the LOI, and PA.

If needed, Contractor will be available with reasonable advance notice to assist the primary contact person(s) in communicating the proposed transaction to County Commissioners, and City Council Members, or others as may be directed.

8. Contractor is hereby authorized to hire as needed:

- a) Legal consultant(s)
- b) Two real estate appraisers
- c) An environmental consultant
- d) Consultants to assist in the re-use study (i.e., architect, engineer, real estate professionals, general contractor)
- e) A title company
- f) A surveyor
- g) Such other professional services as shall be approved by RCRRA and City

Buyer will reimburse Contractor for all of its fee and expenses incurred by performing its duties per this Agreement. The Budget listed below estimates Contractor's fee and expenses:

Cost of Services

For the work identified above, the Contractor shall be paid at a rate of \$250.00 per hour for Bill Morin's time, plus reimbursement of all expenses, including expenses noted in paragraph #7 above.

Budget

To negotiate the various agreements and to conduct the due diligence as may be required by the purchase agreement, the following is a not-to-exceed cost estimate.

Contractor's Fee	\$ 90,000
Legal	100,000
Appraisals	25,000
Environmental Consultant	50,000
Architect, Engineer, General Contractor	75,000
Re-Use Consultants	15,000
Title Company	20,000
Surveyor	20,000
Miscellaneous	<u>20,000</u>
TOTAL	<u>\$415,000</u>

9. Contractor agrees to comply with and shall cause its contractors and subcontractors to comply with the City's Vendor Outreach Program as required by Chapter 84 of the St. Paul Administrative Code. In entering into contracts and subcontracts for the project, and this includes all soft costs, professional services, hard construction costs and other project costs, Contractor and its contractors and subcontractors shall meet the requirements set

forth in Exhibit A attached hereto and incorporated herein. Contractor agrees to separately sign this Exhibit to acknowledge its receipt of these requirements and its agreement to comply with them.

10. Contractor agrees to be bound by and to cause its contractors and subcontractors to comply with the requirements of Section 183.04 of the Saint Paul Legislative Code and the Rules Governing Affirmative Requirements in Employment adopted by the Saint Paul Human Rights Commission. Contractor, its contractors, and affected subcontractors shall meet the requirements of this subsection by compliance with the statement of affirmative action/equal opportunity requirements attached hereto as Exhibit B and incorporated herein.

CITY OF SAINT PAUL
COUNTY OF RAMSEY

Randy C. Kelly, Mayor

Room 280 City Hall/Court House
15 West Kellogg Boulevard
Saint Paul, Minnesota 55102-1674

Telephone 651-266-8900
Fax 651-266-8919

Date: August 9, 2005

To: Signatories of the Joint Powers Agreement to include Ramsey County Regional Railroad Authority, City of St. Paul, and St. Paul Port Authority

Re: Vendor Outreach Program Goals for Professional Service Projects

Chapter 84 of the Saint Paul Administrative Code (the Vendor Outreach Program) sets the City's policy for helping minority-owned, women-owned, and small businesses (MBEs, WBE, SBEs) participate in City contracts. It is a comprehensive policy and includes a broad range of contracting activities associated with City Development projects. The same rules apply to the City's HRA contracts as well. The specific expectations for non-development projects are outlined below to help navigate you thru the process.

Vendor Outreach Goal

In accordance with Chapter 84, the City has established a Vendor Outreach goal of 15% MBE, WBE, and SBE utilization for all City and HRA professional service projects. This goal will be applied to **total development costs for each project**, including both construction and non-construction contracts and subcontracts. (Some examples of non-construction areas are design, engineering, legal, marketing, realtor services, interior decorating, and consulting.) The City is further asking each professional service provider to make a good faith effort to allocate the 15% goal as follows:

1/3 of 15% to MBEs

1/3 of 15% to WBEs

1/3 of 15% to SBEs

The City's definition of a "good faith effort" is contained in Section 84.08 of the VOP ordinance. It appears at the end of this document.

Chapter 84 requires that certified MBEs, WBEs, and SBEs be used to meet City goals. To be eligible for the Program, businesses need to demonstrate that they are owned and controlled by minorities, women or meet certain revenue guidelines. The City has a joint certification program along with the City of Minneapolis, Hennepin County, and Ramsey County

A current directory of all certified vendors can be downloaded from the following web site:

www.govcontracts.org



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You may also contact the City's Vendor Outreach Program Coordinator for assistance in identifying certified vendors:

Stephanie Selb, Vendor Outreach Program Coordinator
(651) 266-8900
stephanie.selb@ci.stpaul.mn.us

You may also contact Stephanie if you identify vendors of interest who are not certified. She will work with you to get them certified.

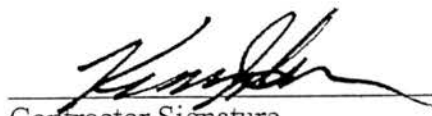
Reporting

If you subcontract, you must report the specific good faith efforts you are making to achieve the Vendor Outreach Goals **each month**, and identify the certified vendor you are using to meet the 15% goal. If you subcontract, complete the attached *Monthly Vendor Outreach Goal Status Report* and return it to: Stephanie Selb, Vendor Outreach Coordinator, Contracts and Analysis Services, Room 280 City Hall/Courthouse, 15 W Kellogg Blvd, Saint Paul, MN 55102. Phone: (651) 266-8900 stephanie.selb@ci.stpaul.mn.us.

Failure to document and report your efforts in achieving these goals may have an adverse effect on your ability to do business with the City of Saint Paul in the future and will constitute a default under your agreement with the City/HRA.

If you have any questions about any of the information provided here, your Project Manager or Stephanie Selb will be happy to help you.

By signing below, you acknowledge that you have been notified of the Vendor Outreach Goals for this project, and agree to comply with the requirements of the Program.


Contractor Signature

9/13/10
Date

Project: _____

Monthly Vendor Outreach Goal Status Report
Saint Paul Vendor Outreach Program

Project: _____ Date of this Report: _____

Developer: _____

Form submitted by: _____ Phone: _____

PM or ED: _____

The purpose of this form is to document your efforts to comply with the Vendor Outreach Program requirements.

In the space provided below, please describe the actions you have taken during the past month towards meeting the Vendor Outreach Goal for this project: (Attach additional sheets if needed.)

For questions on this form, contact Stephanie Selb, Vendor Outreach Coordinator, Contracts and Analysis Services, Room 280 City Hall/Courthouse, 15 W Kellogg Blvd, Saint Paul, MN 55102. Phone: (651) 266-8904

Total Development Cost: \$ _____

Vendor Outreach Goal: 15% (5% MBE, 5% WBE and 5% SBE)

Utilization to date: % MBE _____ % WBE _____ % SBE _____

Outreach/networking with potential certified subcontractors:

Bid/award activity:

1. Number of bids sent out (attach bid list)
2. Advertising or other recruitment information
3. Due date of responses _____
4. Number of responses received
5. List of awarded subcontractors
6. List of rejected subcontractor bids

Other activities:

Other activities continued:

CITY OF SAINT PAUL
COUNTY OF RAMSEY

Randy C. Kelly, Mayor

Room 280 City Hall/Court House
15 West Kellogg Boulevard
Saint Paul, Minnesota 55102-1674

Telephone 651-266-8900
Fax 651-266-8919

City of Saint Paul

Good Faith Effort Standards

Excerpted From Chapter 84 of the Saint Paul Administrative Code

Sec. 84.08 Prime contract bid requirements

(C) Outreach requirements. The following steps are required for compliance with the outreach requirements of the vendor outreach program in this section 84.08.

(1) List each possible subcontract opportunity in the prime contract, indicating where possible the SIC Code of such work, seeking the assistance of the manager in ascertaining such subcontract opportunities.

(2) Obtain a current list of certified SBEs, MBEs, and WBEs from the manager, which list shall contain where available the applicable SIC Code or codes for such businesses.

(3) Attend all pre-bid conferences to obtain information about the vendor outreach program, the levels of participation of certified SBEs, MBEs, and WBEs, and the outreach requirements herein.

(4) Request assistance from minority and women community organizations, minority and women contractor groups, or other organizations that provide assistance in the recruitment and placement of SBEs, MBEs, and WBEs.

(5) Obtain a current list of minority and women publications from the manager.

(6) Solicit bids from certified SBEs, MBEs, and WBEs, which have been identified as being available and capable of performing the necessary work, for the subcontracts within the prime contract at least ten (10) days prior to bid opening, by phone, advertisement in a local paper and the relevant minority publications on the list obtained from the manager, or other means specified by the manager, by written notice to the bidder. The bidder for the prime contract must solicit bids from a minimum of five (5) such certified businesses for each subcontract within the prime contract, by SIC Code where available and applicable. If the applicable certified list, using the SIC Code or codes where available, is five (5) or fewer, such bidder must contact the entire list.

(7) Provide plans and specifications or information regarding the location of plans and specifications to certified SBEs, MBEs, or WBEs.



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(8) Where applicable, advise and make efforts to assist interested SBEs, MBEs, and WBEs to obtain bonds, lines of credit, or insurance required to perform the contract.

(9) Submit documentation if bids from certified SBEs, MBEs, or WBEs were rejected, giving the complete basis for the rejection and evidence that the rejection was justified.

(10) Bidders on prime contracts who continuously list the same certified SBEs, MBEs, and WBEs as having been contacted and listed as unavailable, when contact has previously been unsuccessful as a result of disconnected phone numbers or returned mail, will not be deemed to be in compliance with the outreach requirements.

(D) Alternative compliance. Notwithstanding the foregoing, a bidder on a prime contract shall be deemed to have complied with the above outreach requirements of the vendor outreach program, if such a bidder submits evidence with its prime contract bid documents that it has already entered into binding contracts with certified subcontractors whose contract dollar amounts meet the levels of participation established for that prime contract. A subcontractor is certified for the purpose of this subsection if it is certified before the award of the contract. If such bidder submits the name of a proposed subcontractor to satisfy this program, and the subcontractor is not certified before the award of the bid, the dollar amount of that subcontract will not be counted in determining the level of participation of certified SBEs, MBEs, and WBEs, and the bid may be rejected as being unresponsive if the bidder has not otherwise complied with the above outreach program requirements of the vendor outreach program as required by this section 84.08. Bidders shall not count toward the desired level of participation any agreements with businesses that are not located within the marketplace otherwise do not meet the guidelines as set forth in this ordinance. The bidder may include first and second tier subcontractors and suppliers as meeting the desired levels of participation.



CITY OF SAINT PAUL 240 City Hall
Randy Kelly, Mayor

Telephone:
15 W. Kellogg Boulevard

AFFIRMATIVE ACTION/EQUAL EMPLOYMENT OPPORTUNITY REQUIREMENTS NON-CONSTRUCTION CONTRACTS

Section 183.04 of the Saint Paul Legislative Code (Human Rights Ordinance) and the Rules Governing Affirmative Requirements in Employment set forth the Affirmative Action Requirements which are to be incorporated into and made a part of every contract entered into by the City of Saint Paul. These documents are available on the Saint Paul Human Rights Department's Web Site www.ci.stpaul.mn.us/depts/humanrights/, at the Department's office at 900 City Hall, Saint Paul, Minnesota, or by calling the Department at (651) 266-8966.

The Saint Paul Department of Human Rights is responsible for monitoring the Contract Compliance Program to determine whether or not persons or firms doing business with the City are complying with Section 183.04 of the Human Rights Ordinance and the Rules.

As stated in Section 183.04, the contractor will not discriminate against any employee or applicant for employment because of race, creed, religion, sex, sexual or affectional orientation, color, national origin, ancestry, familial status, age, disability, marital status or status with regard to public assistance.

Employers who contract with the City of Saint Paul must do more than merely avoid discriminatory practices. They must adopt and implement affirmative action programs to employ women, minorities, and people with disabilities.

The contractor must also include the Affirmative Action provisions of the Human Rights Ordinance and the Rules in every subcontract, purchase order, or agreement with any subcontractor (including material suppliers and subcontractors who enter into a contract with another subcontractor or material supplier), with stipulations that the subcontractor is bound by the terms thereof.

A contractor's good faith affirmative action efforts in the employment of women, minorities, and people with disabilities will be taken into consideration in the awarding of a contract. It is the contractor's responsibility to become familiar and comply with the City's requirements and to ensure that their subcontractors comply with them.

THE FOLLOWING DOCUMENTATION MUST BE SUBMITTED TO THE SAINT PAUL HUMAN RIGHTS DEPARTMENT FOR APPROVAL BEFORE A CONTRACT WILL BE AWARDED:

AFFIRMATIVE ACTION PROGRAM REGISTRATION

Every contractor or subcontractor whose total accumulated contract or subcontract awards from the City of Saint Paul over the preceding twelve months has exceeded \$50,000 must complete and submit to the Department an Affirmative Action Program Registration, through which the contractor certifies it has developed and is implementing an effective Affirmative Action Program, substantially similar to the Department's Model Affirmative Action Program for Construction Contractors, which shall include hiring goals for the employment of women and minorities in the contractor's office and construction workforces.

Once the Affirmative Action Program Registration form is completed and accepted by the Saint Paul Human Rights Department, the contractor will be notified by letter. The Registration is valid for two (2) years, during which time the contractor will be required to submit Semi Annual Compliance Reports to the Department. At the end of the two-year period, the contractor must complete and submit a new Registration form.

A Model Affirmative Action Program is available from the Saint Paul Human Rights Department on their Web Page or by call (651) 266-8966. A Model Modified Affirmative Action Program is available for contractors with twenty (20) or fewer employees.

Contractors, subcontractors, and major material suppliers are also required to submit to the Saint Paul Department of Human Rights all of their job openings in the eleven (11) county Minneapolis/Saint Paul Metropolitan Statistical Area (Anoka, Carver, Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Sherburne, Washington, Wright counties in Minnesota and Pierce and St. Croix counties in Wisconsin) when they are posted or advertised. The job openings may be faxed to the Department at (651) 266-8962 using the Department's Job Opening Fax Memo form.

Equal Employment Opportunity Posters must be publicly posted in the offices of the contractor. These posters can be obtained from the Saint Paul Human Rights Department.

CONTRACTOR COMPLIANCE REVIEWS:

The Human Rights Department staff will monitor the contractor's and subcontractors' affirmative action efforts and results. On-Site Compliance Reviews will be conducted on the work force of contractors, their subcontractors and material suppliers that enter into contractual agreements with the City of Saint Paul. The purpose of the review is to determine the contractors' compliance with the rules, regulations and orders of Section 183.04 of the Human Rights Ordinance. On-site reviews include, but are not limited to, reviewing the implementation of the contractor's Affirmative Action Program, personnel policies and procedures.

Contractors and subcontractors may be required to provide additional documentation in order to determine whether or not they are making measurable improvements in the hiring of minority, female and disabled persons, including, but not limited to:

1. Good Faith Efforts Questionnaire
2. Applicant Flow Data
3. Employee Turnover Data
4. Documentation Supporting Dissemination and Implementation of EEO/AA Policies.
5. Documentation Supporting Recruitment Efforts.

Failure to comply with any of the requirements set forth above is sufficient grounds for disciplinary or remedial actions provided for under Article IV of the Rules; namely:

1. Termination of the contract;
2. Suspension of the contract until corrective steps are taken;
3. Continuation of the contract subject to the imposition of conditions to correct the noncompliance;
4. Declaration that the contractor shall be ineligible to bid on future contracts either permanently or for a stated time; or
5. A combination of the above.

It is imperative that contractors who are being considered for contracts of \$50,000 or more contact the Human Rights Department to obtain copies of the requirements and documents in order to expedite the Affirmative Action reviewing process. If you have any questions, please contact a Human Rights Specialist at (651) 266-8966.

Effective 08/01/04



DEPARTMENT OF HUMAN RIGHTS
W. H. Tyrone Terrill, Director

CITY OF SAINT PAUL

240 City Hall
Randy Kelly, Mayor
15 W. Kellogg Boulevard
Saint Paul, MN 55102-1681

Telephone: 651-266-8966

Facsimile: 651-266-8962

TDD: 651-266-8977

AFFIRMATIVE ACTION PROGRAM REGISTRATION

We hereby certify that we have developed and are implementing over the next two years an effective Affirmative Action Program which complies with Section 183.04 of the Saint Paul Legislative Code (Human Rights Ordinance) and the Rules Governing Affirmative Requirements in Employment. Our AAP includes, but is not limited to, the provisions listed below:

[See * Department's Web Page: www.ci.stpaul.mn.us/depts/humanrights/ or call (651) 266-8966 for copies of forms or for more information.]

DISSEMINATION OF AA/EEO POLICY STATEMENT

1. The policy statement and non-discrimination posters will be permanently posted and conspicuously displayed in areas available to employees and applicants for employment. All employees and contractors will be furnished a copy of the AA/EEO policy statement. This policy will be made available to all employees including part-time, temporary or seasonal.
2. We will include the statement "Affirmative Action, Equal Opportunity Employer" on company letterhead, employment applications, contracts and subcontracts, and in advertisements recruiting employees and contractors.
3. We will include non-discrimination clauses in all union agreements, and we will review all contractual provisions to ensure that they are non-discriminatory. We will inform all union officials of the AA/EEO policy and request their cooperation.
4. We will personally meet with women, minority and people with disabilities recruitment resources and, if applicable, with labor union representatives. We will utilize women, minority and people with disabilities media resources. We will inform the recruitment and media resources, and labor union representatives, of our AA/EEO policies and encourage them to actively recruit and refer minorities, women, and people with disabilities, in order to assist us in achieving our affirmative action goals.
5. We will include the Saint Paul Affirmative Action/Equal Employment Opportunity Contract Specifications * in all bid specifications and contracts on City of Saint Paul-assisted contracts. We will include these Contract Specifications in all lower tier contracts for materials and construction work on City-assisted contracts.

RECRUITMENT OF EMPLOYEES

1. All solicitations and advertisements for employees placed by us or on our behalf will state that we are an Affirmative Action, Equal Opportunity Employer. Copies of advertisements for employees will be kept on file for review by the Saint Paul Human Rights Department.
2. We will meet with and use, and encourage our subcontractors to meet with and use, agencies and organizations which refer women, minorities and people with disabilities, such as the employment recruitment resources provided by the Department. *

UNDERUTILIZATION ANALYSIS & GOALS AND TIMETABLES

We will conduct an analysis of our employee workforce to determine present levels of employment of women and minorities in both our non-construction and construction work forces, to identify areas of underutilization of such persons, and to determine the causes of such underutilization. We will maintain a statement of the goals and timetables to remedy any underutilization of women and minorities.

AGREEMENT

1. We agree to maintain a current effective Affirmative Action Program (AAP), to implement all provisions of that AAP during the next two years, and to comply with Section 183.04 of the Saint Paul Legislative Code (Human Rights Ordinance) and the Rules Governing Affirmative Requirements in Employment. Our AAP is now available for inspection and will be submitted to the Department at any time upon its request.
2. We agree to keep records of all personnel actions such as applicant flow, hiring, firing, lay-off, promotions, and actions taken to affirmatively recruit and hire women, minorities and people with disabilities. We agree to submit to the Department during the next two years AA/EEO Semi-Annual Compliance Reports * detailing these personnel and affirmative action activities.
3. During the next two years we agree to provide, as requested by the Department, proof of compliance with Section 183.04 and its implementing Rules, including documentation of our Good Faith Efforts to recruit and hire women, minorities, and people with disabilities. For City-

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assisted construction projects of \$50,000 or more, we agree to provide affirmative action documentation as requested by the Department.

Company Name

Signature of Chief Executive Officer

{Enter Contractor's name in blanks unless otherwise indicated}

AFFIRMATIVE ACTION/EQUAL EMPLOYMENT OPPORTUNITY (AA/EEO) POLICY STATEMENT

This statement is to affirm _____ policy on providing Equal Employment Opportunity (EEO) to all employees and applicants for employment in accordance with all applicable Equal Employment Opportunity Affirmative Action laws, directives and regulations of Federal, State and Local governing bodies or agencies thereof, specifically including Section 183.04 of the Saint Paul Legislative Code (Human Rights Ordinance) and the Rules Governing Affirmative Requirements in Employment.

_____ will not discriminate against any employee or applicant for employment because of race, creed, religion, sex, sexual or affectional orientation, color, national origin, ancestry, familial status, age, disability, marital status or status with regard to public assistance.

_____ will maintain zero tolerance for harassment of or by any employee or applicant for employment because of race, creed, religion, sex, sexual or affectional orientation, color, national origin, ancestry, familial status, age, disability, marital status or status with regard to public assistance, will maintain an internal complaint procedure for complaints of such harassment, and will provide employees with contact information for federal, state and local enforcement agencies.

_____ will take Affirmative Action (AA) to ensure that all employment practices are free of such discrimination and harassment. Such employment practices include, but are not limited to, the following: hiring, upgrading, demotion, transfer, recruitment or recruitment advertising, selection, layoff, disciplinary action, termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

_____ fully supports incorporation of non-discrimination and affirmative action rules and regulations into contracts.

_____ will commit the necessary time and resources, both financial and human, to achieve the goals of Equal Employment Opportunity and Affirmative Action.

_____ will evaluate the performance of its management and supervisory personnel on the basis of their involvement in achieving these Equal Employment Opportunity and Affirmative Action objectives as well as other established criteria. Any employee of _____ or subcontractors to who do not comply with the Equal Employment Opportunity and Affirmative Action (EEO/AA) Policies and Procedures set forth in this Statement and plan will be subject to disciplinary action. Any subcontractor not complying with all applicable Equal Employment Opportunity/Affirmative Action laws, directives and regulations of the Federal, State and Local governing bodies or agencies thereof, specifically including Section 183.04 of the Saint Paul Legislative Code and the Rules Governing Affirmative Requirements in Employment, will be subject to appropriate legal sanctions.

_____ has _____ appointed as EEO/AA Manager to manage the Equal Employment Opportunity Program. His/Her responsibilities will include monitoring all Equal Employment Opportunity activities and reporting the effectiveness of this Affirmative Action Plan (AAP), as required by Federal, State and Local agencies. He/she will be given the necessary top management support and staffing to fulfill his/her job duties. The Chief Executive Officer of _____ will receive and review reports on the progress of the plan. If any employee or applicant for employment believes he/she has been discriminated against, please contact at _____ or call _____.

Chief Executive Officer (Please print)

Signature of Chief Executive Officer

Date

DESCRIPTION OF CONTRACT:

ALL CONTRACTORS:

- A. _____
Company Name
- B. _____
Address
- C. _____
Phone No.
- D. _____
Chief Executive Officer
- E. _____
AA/EEO Manager
- F. _____
Nature of Business
- G. _____
Description of Contract
- H. _____
Estimated Dollar Amount of Contract
- I. _____
Estimated Contract Start Date
- J. _____
Estimated Contract Completion Date

CONSTRUCTION CONTRACTORS & DEVELOPERS MUST ADD:

- K. _____
Type of Construction
- L. _____
Description of Project
- M. _____
Name of Developer
- N. _____
Address
- O. _____
Name of Prime Contractor

EMPLOYMENT DATA AS OF _____, 20

EMPLOYER:
AA/EEO MANAGER:

ADDRESS:

CITY: _____
STATE: _____ ZIP: _____

TELEPHONE: (_____) _____ FAX NUMBER: (_____)
E-MAIL: _____

ALL EMPLOYEES (FULL-TIME, PART-TIME, TEMPORARY AND SEASONAL)

JOB CODE	JOB CATEGORIES	A.H.O.* over the next two years	MALE					FEMALE					TOTAL (A - J)
			WH (A)	BL (B)		AP (D)	AA (E)	WH (F)	BL (G)	HI (H)	AP (I)		
01	OFFICIALS & MANAGERS												
02	PROFESSIONALS												
03	TECHNICIANS												
04	SALES WORKERS												
05	OFFICE & CLERICAL												
06	CRAFT WORKERS (SKILLED)												
07	OPERATIVES (SEMI-SKILLED)												
08	LABORERS (UNSKILLED)												
09	SERVICE WORKERS												
10	CURRENT TOTAL EMPLOYMENT												
11	TOTAL EMPLOYMENT IN LAST REPORT												

WH: WHITE

HI: HISPANIC

AA: AMERICAN INDIAN/ALASKAN NATIVE

An Affirmative Action, Equal Opportunity Employer

TOTAL JOB GROUP

You may submit your own Underutilization Analysis and Goals and Timetables forms in lieu of these forms. If you need availability data, see the Department's Web Page www.ci.stpaul.mn.us/depts/humanrights/ or call (651)266-8966.

GOALS AND TIMETABLES

Company Name

Date

Job Group	Current Work Force				Availability (%)		Underutilization (#)		* A. H. O.	Annual Goals		Ultimate Goals		
	Total	Male	Female	Minority	Minority	Female	Minority	Female		Minority	Female	Year	Minority	Female
	#									# of				
	%									hires				
	#									# of				
	%									hires				
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An Affirmative Action, Equal Opportunity Employer

	%											hires					
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* A.H.O. = Anticipated Hiring Opportunities (including all attrition plus possible expansion.)

Form Revised 08/01/04

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An Affirmative Action, Equal Opportunity Employer

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: September 23, 2008

TO: Tim Mayasich
Ramsey County

FROM: William M. Morin *WM*

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

Please find enclosed a Port Authority invoice for the above referenced contract. Also included are the back up documents for that invoice and they are as follows:

- Leonard, Street & Deinard invoices 412820 and 409635 for the period of June 13, 2008 – July 22, 2008.
- Sunde Land Surveying invoice number 39619 for services provided on July 30, 2008.
- Invoice number VP24340 dated June 27, 2008 for the MPCA VIC application.
- Email from Steve Morris to Bill Morin stating that the County will no longer be cost-sharing these expenses with the City.

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

Thank you.

WMM:tkb

cc: Bruce Kessel
Dana Collum

OK
[Signature]

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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

September 23, 2008

- INVOICE -

Post Office Acquisition

	<u>Budget</u>	<u>Current Billing</u>	<u>Project Total Billings</u>
Port Authority	\$ 90,000	--	\$ 58,076.00
Legal	\$ 100,000	\$ 1,006.28	\$ 79,324.48
Appraisals	\$ 25,000	--	\$ 26,500.00
Environmental Contractor	\$ 50,000	\$ 975.00	\$ 11,425.44
Architect/Engineers	\$ 75,000	--	--
Re-Use Consultant	\$ 15,000	--	\$ 10,500.00
Title	\$ 20,000	--	--
Surveyor	\$ 20,000	\$ 183.00	\$ 22,061.22
Miscellaneous	\$ 20,000	--	\$ 668.41
TOTAL	\$ 415,000	<u>\$2,164.28</u>	\$208,555.55
	Amount Due (by County)	\$ 2,164.28	

OK
[Signature]

Law Office
LEONARD, STREET AND DEINARD
Professional Association
Suite 2300
150 South Fifth Street
Minneapolis, Minnesota 55402

CONFIDENTIAL

Port Authority of the City of St. Paul
Attention: Kenneth R. Johnson
1900 Landmark Tower
345 St. Peter Street
St. Paul, MN 55102

Invoice Number 409635
Invoice Date 07/18/08
Matter Number 49219.00252

THIS INVOICE IS PAYABLE UPON RECEIPT

For professional services rendered from June 13, 2008 through June 30, 2008 in connection with Post Office Development:

Date	Tkpr		Hours
06/13/08	CLB	Telephone conference regarding historical covenants; prepare e-mails regarding same.	1.00
06/27/08	CLB	Prepare e-mails regarding historical covenants.	0.25

TIMEKEEPER TIME SUMMARY:

Timekeeper	Hours	Rate	Value
Cynthia L. Baumann	1.25	at 270.00 =	337.50

TOTAL FOR PROFESSIONAL SERVICES 337.50

OTHER EXPENSES:

Xact Duplicating Services, Inc. Oversized Copy	34.33
Messenger Services	94.45

TOTAL FOR OTHER EXPENSES 128.78

TOTAL AMOUNT OF THIS INVOICE \$466.28

WM
7/24
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Law Office
LEONARD, STREET AND DEINARD

Professional Association
Suite 2300
150 South Fifth Street
Minneapolis, Minnesota 55402

CONFIDENTIAL

Port Authority of the City of St. Paul
Attention: Kenneth R. Johnson
1900 Landmark Tower
345 St. Peter Street
St. Paul, MN 55102

Invoice Number 412820
Invoice Date 08/27/08
Matter Number 49219.00252

THIS INVOICE IS PAYABLE UPON RECEIPT

For professional services rendered from July 22, 2008 through July 31, 2008 in connection with
Post Office Development:

Date	Tkpr		Hours
07/22/08	CLB	Telephone conference with Steve Cox regarding environmental covenants.	0.25
07/29/08	CLB	Telephone conference with Steve Morris regarding historical covenants; prepare e-mails regarding same; telephone conference with Steve Cox regarding same.	0.50
07/30/08	CLB	Telephone conference with Steve Morris regarding historical covenants; review same.	1.25

TIMEKEEPER TIME SUMMARY:

Timekeeper	Hours	Rate	Value
Cynthia L. Baumann	2.00	at 270.00 =	540.00

TOTAL AMOUNT OF THIS INVOICE

\$540.00

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9001 EAST BLOOMINGTON FREEWAY (35W) • SUITE 118
BLOOMINGTON, MINNESOTA 55420-3435
952/881-2455 • FAX: 952/888-9526
FEDERAL ID# 41-1923510

St. Paul Port Authority

SEP 8 2008

INVOICE FOR SERVICES

Bill Morin
St. Paul Port Authority
1900 Landmark Center
345 St. Peter Street
St. Paul MN 55102

Invoice Date	Invoice No.
Sep 04, 2008	39619
Billing From	Billing To
Jul 01, 2008	Aug 31, 2008

Project Manager: Scott Soukup
Project No: 2007-183:
180 Kellogg Blvd. St. Paul MN
St. Paul Port Authority - Post Office

Professional Surveying Services Due
Reimbursable Expenses Due
Amount Due This Invoice

\$183.00
\$9.00
\$192.00

Wm

Please refer to attached invoice for details

THANK YOU FOR THE OPPORTUNITY TO BE OF SERVICE.
RESPECTFULLY SUBMITTED.

PLEASE MAKE CHECKS PAYABLE TO :

SUNDE LAND SURVEYING, LLC.

*Please include invoice number and on your check

(Please contact Janet Poehler or Maria Way with any questions)



For payment by credit card contact
our Accounts Receivable Department

TERMS: Due and payable upon receipt. Please refer to contract documents if other credit terms apply or call Accounts Payable with your credit card information. Payment is subject to a delinquent FINANCE CHARGE of 1 1/2% per month, which is an ANNUAL PERCENTAGE RATE OF 18%.

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V.I.C. Project Invoice

Invoice Date: Friday, June 27, 2008

Project: Union Depot Concourse

Invoice Account: VP24340

David Twa

Ramsey County Regional Railroad Authority

Government Center West, Ste 6560

St. Paul, MN 55102

Minnesota Pollution
Control Agency



Invoicing Period: 03/19/08 thru 06/24/08

<u>First Name</u>	<u>Last Name</u>	<u>Date Worked</u>	<u>Billable Hours</u>	<u>Billing Rate</u>	<u>Amount</u>
Patrice	Jensen	4/17/2008	0.5	\$150.00	\$75.00
John	Betcher	4/17/2008	1	\$150.00	\$150.00
John	Betcher	4/21/2008	1	\$150.00	\$150.00
John	Betcher	4/22/2008	0.5	\$150.00	\$75.00
John	Betcher	4/23/2008	0.5	\$150.00	\$75.00
Karen	Kromar	4/30/2008	0.5	\$150.00	\$75.00
Andrew	Nichols	5/2/2008	2	\$150.00	\$300.00
Andrew	Nichols	5/5/2008	0.5	\$150.00	\$75.00

Total Hours Worked: 6.50

Please pay this amount:

\$975.00

Payment is due within 30 days of this invoice. For questions, please call 651-297-7078. Please retain this portion of the invoice for your records.

→ Please remit this portion of invoice with payment. ←

Project: Union Depot Concourse

Invoice Account: VP24340

Invoice Date: Friday, June 27, 2008

Invoicing Period: 3/19/2008 thru 6/24/2008

Minnesota Pollution
Control Agency



Please pay this amount: \$975.00

Payment due by: Sunday, July 27, 2008

Remit payment (make checks payable to "Minnesota Pollution Control Agency") to:

MN Pollution Control Agency, Fiscal Services

520 Lafayette Road No.

St. Paul, MN 55155

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Tonya K. Bauer *ml*

From: Morris, Steve [Steve.Morris@CO.RAMSEY.MN.US]
Sent: Monday, July 28, 2008 9:48 AM
To: William Morin
Cc: Mayasich, Timothy; Longhenry, Kris
Subject: RCRRA Contract

Bill:

For the MPCA VIC application and the Leonard Street review of the 106 covenants from USPS, we would prefer that the invoices come through your office. The agreement extends through 12/31/08 and both items are part of the Depot purchase. Since the Tower building is no longer part of the purchase, we agree there should not be cost-sharing of these items with the City.

Stephen L. Morris

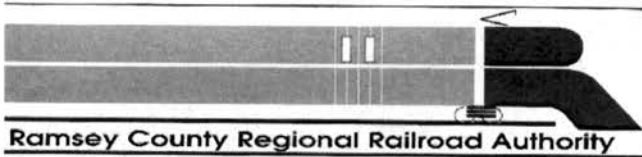
Transit Project Manager

Ramsey County Regional Railroad Authority

651 266-2784

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7/28/2008



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REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 10/21/08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Central Corridor Project Update

EXECUTIVE SUMMARY

Mark Fuhman, Central Corridor Project Director, or his designee will update Commissioners on the current status of the Central Corridor project.

ACTION REQUESTED

None. For information and discussion only.

SUBJECT: Central Corridor Project Update

ACTION REQUESTED

Discussion only to provide Commissioners a status report on the various activities that have been occurring regarding the Central Corridor project.

ATTACHMENTS:

None

PREVIOUS ACTION:

None

COUNTY MANAGER'S COMMENTS:

SUBJECT: Central Corridor Project Update

Regional Railroad Authority – Authorized Signature	Date
--	------

Timothy J. May

10-15-08

Budgeting & Accounting – Authorized Signature	Date
---	------

Susan M. Kust

10/15/08

County Attorney – Authorized Signature	Date
--	------

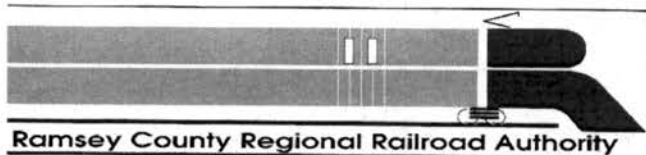
Will MacMill

10/15/08

Other– Authorized Signature	Date
-----------------------------	------

Other– Authorized Signature	Date
-----------------------------	------

Other – Authorized Signature	Date
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3

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 10/21/08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Comments on the Metropolitan Council 2030 Transportation Policy Plan Update

EXECUTIVE SUMMARY

The Metropolitan Council has drafted a required update of their long-range 2030 Transportation Policy Plan. The plan identifies transportation issues and describes actions to be taken to preserve, improve and expand the region's transportation system. The plan must identify resources available and be consistent with those resources. The public comment period on the plan closes on November 6, 2008.

The Counties Transit Improvement Board will consider comments at its October meeting.

The Draft TPP does not identify major transitway improvements in the East Metro area. It does not show Red Rock as commuter rail. The funding estimates do not appear to allow for the projected bus service required but a new source of funding is not identified.

ACTION REQUESTED

Consider the draft resolution commenting on the 2030 Transportation Policy Plan Update.

SUBJECT: Comments on the Metropolitan Council 2030 Transportation Policy Plan Update

ATTACHMENTS:

1. Proposed resolution
2. Summary and transit chapters of the draft plan.
The entire draft plan is available at www.metrocouncil.org

PREVIOUS ACTION:

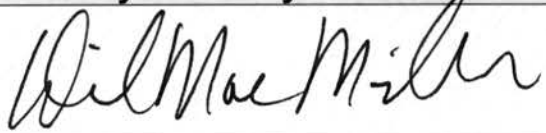
None

COUNTY MANAGER'S COMMENTS:

SUBJECT: Comments on the Metropolitan Council 2030 Transportation Policy Plan Update

Regional Railroad Authority – Authorized Signature	Date
	10-15-08

Budgeting & Accounting – Authorized Signature	Date
	10/15/08

County Attorney – Authorized Signature	Date
	10/15/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, The Metropolitan Council is required to update the 2030 Transportation
2 Policy Plan (TPP) for the region; and

3
4 WHEREAS, The Council is receiving public comments on the plan until November 6,
5 2008; and

6
7 WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has been
8 working toward, and is committed to, improving transit options in Ramsey County and the rest
9 of the East Metro area; Now, Therefore Be It

10
11 RESOLVED, That the RCRRA believes that the lack of transitway corridors in the East
12 Metro area is a serious shortcoming of the plan; and Be It Further

13
14 RESOLVED, That, while the Metropolitan Council is not responsible for intercity rail
15 planning, projects like the Union Depot Intermodal Transit Hub are vital to the region's
16 economic future; and Be It Further

17
18 RESOLVED, That the RCRRA does not agree with identifying corridors such as Red
19 Rock as bus corridors when prior planning work identifies them as rail corridors; and Be It
20 Further

21
22 RESOLVED, That the plan's assumption of one rail corridor at a time is inadequate
23 and inconsistent with legislative direction; and Be It Further

24
25 RESOLVED, That the bus funding in the plan appears to be inadequate and the
26 Metropolitan Council should take a more aggressive approach to identifying adequate
27 funding; and Be It Further

28
29 RESOLVED, That the Ramsey County Regional Railroad Authority is eager to work
30 with the Council to improve the regional transportation system and we will be active
31 advocates for East Metro projects.
32



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

September 9, 2008

Immediately following the County Board Meeting
Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the September 9, 2008 Board Meeting is presented for approval.

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

ADMINISTRATIVE AGENDA

- 1) **Certify maximum levy for Ramsey County Regional Railroad Authority in the amount of \$19,938,811 for 2009**

The Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2009 budget in the amount of \$19,938,811.

- 2) **Structures Demolition/Deconstruction – 1870 English St., Maplewood**

1. Approve RCRRA Staff, working with St. Paul and Ramsey County Department of Contracts and Analysis, to advertise for bids to demolish the property and clear the premises at 1870 English St., Maplewood, MN.
2. Authorize the County Manager to execute a contract with the lowest responsible bidder, subject to final approval by Budgeting and Accounting, Property Management and the County Attorney's Office.
3. Authorize the County Manager to make all necessary payments, budget adjustments, and execute change orders to the contract, provided the cost is within the project budget of \$60,000.

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 19, 2008

The Ramsey County Regional Railroad Authority met at 11:30a.m., Tuesday, August 19, 2008, in the Council Chambers, Third Floor Court House.

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

MEMBERS ABSENT: None

Chair McDonough called the meeting to order at 11:30AM

AGENDA

Commissioner Carter moved approval of the Agenda of the August 19, 2008 Board Meeting, seconded by Commissioner Ortega. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

MINUTES

Commissioner Ortega moved approval of the Minutes from the July 22 and the August 5, 2008 Board Meetings, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

1. Ratification of Report of Contracts

Commissioner Bennett moved approval of the Ratification of Report of Contracts, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

WHEREAS, Administrative Code 4.3.50A requires a report of all contracts approved by the County Manager; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority hereby approves the Quarterly Report of Contracts for the period of April 1, 2008 through June 30, 2008.

2. **Approve First Amendment to the Grant Agreement with the Minnesota Department of Transportation for Rush Line Corridor Federal Funds**

Commissioner Reinhardt moved approval of the First Amendment to the Grant Agreement with the Minnesota Department of Transportation for Rush Line Corridor Federal Funds, seconded by Commissioner Rettman. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

WHEREAS, Ramsey County Regional Railroad Authority is a member of the Rush Line Corridor Task Force, and is administering the grant agreement for the Rush Line Corridor Alternatives Analysis study; and

WHEREAS, Ramsey County Regional Railroad Authority entered into a grant agreement with the Minnesota Department of Transportation to access \$400,000 in federal funding to conduct an alternatives analysis study for the Rush Line Corridor; Now, Therefore, Be It

RESOLVED, Ramsey County Regional Railroad Authority hereby authorizes the Ramsey County Manager to approve and execute the grant amendment with the Minnesota Department of Transportation to extend the grant termination date to December 31, 2009, at no increase in contract cost.

3. **Approve Comments on the Central Corridor Supplemental Draft Environmental Impact Statement**

Commissioner Ortega moved approval of the Comments on the Central Corridor Supplemental Draft Environmental Impact Statement, seconded by Commissioner Carter. A substitute motion was proposed containing changes to the original board documentation/resolutions. The modification was to add a new third Whereas, that states "Public input continues to raise issues such as pedestrian crossings, gentrification and economic disparity, number of stations and public art as important aspects of the project yet to be resolved"; The modification also adds a second resolve stating "That the Metropolitan Council must work with the neighborhoods, local businesses and other project partners to satisfactorily resolve outstanding issues".

Commissioner Rettman pointed out that second to last resolve contains wording changes that differ from the original document, Resolution R06-33, dated May 23, 2006, and that the revised resolution would be included with the packet with the attachment. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

WHEREAS, The Metropolitan Council has prepared a Supplemental Draft Environmental Impact Statement (SDEIS) for the Central Corridor light rail transit line; and

WHEREAS, Public hearings on the SDEIS have been held to gather comments on the project; and

WHEREAS, Public input continues to raise issues such as pedestrian crossings, gentrification and economic disparity, number of stations and public art as important aspects of the project yet to be resolved; and

WHEREAS, The Metropolitan Council has committed to continue to work with the Ramsey County Regional Railroad Authority and other project partners to resolve outstanding issues; Now, Therefore Be It

RESOLVED, That Ramsey County Regional Railroad Authority generally supports the changes outlined in the SDEIS and provides the following comments; and Be It Further

RESOLVED, That the Metropolitan Council must work with the neighborhoods, local businesses and other project partners to satisfactorily resolve outstanding issues; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority staff will continue to work with project staff to refine the LRT component of the Union Depot multi-modal transit hub; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority staff will continue to work with project staff to satisfactorily address the issues listed in Rail Authority Resolution R06-33, dated May 23, 2006, and those raised in the Preliminary Design Plan Public Comment Record compiled by Ramsey County in June 2008, and in the document entitled "Central Corridor LRT Ongoing Coordination and Project Partner Involvement in the Decision Making Process Beyond Municipal Consent;" And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority will continue to work with the Metropolitan Council and other project partners to ensure the project, as built, best meets the needs of the citizens of Ramsey County.

4. Central Corridor Project Update

Dan Soler, who is an engineer at the Metropolitan Council Central Corridor Project Office, gave an update on the project. He stated that the SDEIS process will soon come to a close. Comments are due on Monday, August 25th. Also, the SDEIS process held three public hearings the previous week and the comments and transcripts from those hearings are being compiled. He said all of the comments for the SDEIS will be gathered and available by the end of the week of August 25.

Commissioner Rettman commented that one of the frustration points Metropolitan Council needs to hear is that the people who are not able to be present at the committee meetings had some concerns that the dialog is one way, and that comments are being presented but not responded to.

Dan Soler responded that he agreed a formal public hearing, such as the SDEIS hearing, does function in that manner; where people have the opportunity to be present, make a comment and pose questions but then those statements are not necessarily addressed. He said he would bring that concern to the Metropolitan Council on behalf of the people and the County Board.

Commissioner Carter added to Commissioner Rettman's comment by saying that they acknowledge the tremendous outreach effort Metropolitan Council and the team has made in seeking community input, especially by going door to door along the corridor to talk with people and businesses. However, she stressed that the community is confused about how their input is being translated into the plans for the project, and that the project has a responsibility to respond, incorporate and address their issues and concerns. She asked that Metropolitan Council look into a "community impact process" to help people understand how the partners, community and businesses not only stay informed but also have an impact on the the decisions and actions.

Dan Soler told the RCRRA that Central Corridor is moving along with the Preliminary Engineering (PE) and the New Starts submittal due on September 5th.

Commissioner Carter commented that at the previous Central Corridor Management Committee (CCMC) meeting it was mentioned that there had been a change to the Cost Effectiveness Index (CEI) requirement and she asked if there was anything further to report.

Dan Soler responded that he did not attend the previous CCMC meeting, but that he was aware that there were changes in the CEI as a result of the run-time and cost refinements. He said that those calculations are not completed and are what they plan to present at the next CCMC meeting.

Dan Soler updated the RCRRA on the loss of parking issues by saying they are working closely with the City of St. Paul on strategies to resolve the issues. He mentioned that the City is working on two potential community grant projects in the Snelling and Raymond area for parking sites. The east and west sides of the corridor are being researched for potential parking areas.

Dan Soler continued his update on public art and the public art process. He said the team has selected 10 proposers/artists to submit proposals that are due on September 10. The artists' proposals contain samples as well as comments about their proposed public involvement process and how they would each hope to engage the public around the stations where they would be working. Interviews with those artists are currently

being scheduled and will take place on September 15. The project team will choose up to 5 artists based on the outcome of the proposals and interviews.

Commissioner Carter commented on the integration of public art with the station design. She specifically expressed a concern that the overall design and concept for Central Corridor stations would be completed before the artist was engaged in the project, not giving them the opportunity to impact the design of the station. She also explained that the public has expected to have a greater role and influence in the public art aspect of the project. She asked if there was an update on the continued effort of the project team to refine these public art related issues.

Dan Soler responded by saying that determining how to utilize public art in station design process was previously discussed at the CCMC meetings. He explained that the ability for public art to influence the station design is still an open issue and that the project team is working to involve the artist, the communities and the public in the process.

Lastly, Dan Soler updated the board on the Cedar Street station. He explained that Central Presbyterian and St. Louis Church have expressed concerns about this station. Dan Soler and the outreach team have met extensively with the members of both churches to discuss the issues. The project team and the churches have established the main points of concerns, which are noise and vibration, pedestrian access issues, and how they access their funerals. Numerous vibration tests have been conducted and with the results, the team has recommendations that will be put into the plan to minimize and eliminate any vibration impact that might be caused by LRT running along Cedar Street. For the pedestrian access issues, they have resolved to leave the traffic signals at Exchange Street for pedestrians who would use the ramp and the west side of the Cedar Street area for parking. The team is still working on how to resolve the churches' funeral issues. The team has come up with some solutions and designs which they will present to the churches for follow-up. They have also met with Central Presbyterian's architect and facilities people to get a complete understanding of how they use their building and how all their uses can be served.

Commissioner Ortega confirmed with Dan Soler that Minnesota Public Radio (MPR) has conducted their own vibration test study. He then asked if Central Corridor Project Office received MPR's vibration study results and if the RCRRA could receive copies of their results and recommendations.

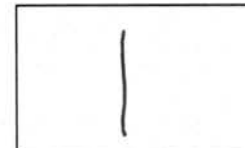
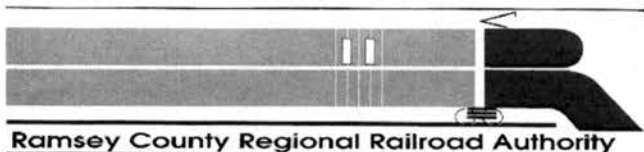
Dan Soler responded by saying that the available results would be given to Timothy Mayasich, as well as an outline of what the team is still recommending to do with regard to vibration tests.

Chair McDonough commented that the success of this project will be judged by how the line operates in the community, and that decisions were made for realistic and concrete reasons, and not based upon who had influence and at what level that influence pressured the decision making process. Chair McDonough continued saying that the

Project Office has worked tremendously to build up that level of trust, that everyone's interest and concerns are included and that the responses to people's input is truly based on engineering and what makes sense and works for the project as a whole. Chair McDonough commended the Project Office on getting to the point where the community has that trust.

Timothy Mayasich spoke to recognize Alicia Vap and her years of service with the Regional Rail Authority. He said her last day with the RRA would be Friday, August 22, upon accepting a position with the Central Corridor Project Office to oversee the transit stations and public art. He added that an advertisement for her replacement would go out that Friday.

The meeting adjourned at 12:10 PM.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 9/9/2008

Regional Railroad Authority Meeting Date: _____

SUBJECT Certify maximum levy for Ramsey County Regional Railroad Authority in the amount of \$19,938,811 for 2009.

EXECUTIVE SUMMARY

The Truth in Taxation Law requires the Ramsey County Regional Railroad Authority to certify a proposed net levy each year to the Property Records and Revenue Department. The levy must be certified by September 15, 2008, for 2009. The approved tax levy cannot exceed the certified levy.

The budget for 2009 was approved in August 2007.

The proposed levy for the Rail Authority is \$19,938,811, which is an increase of 0% from last year's levy, which was \$19,938,811. The levy will be adopted in December 2008.

ACTION REQUESTED

The Ramsey County Regional Railroad Authority hereby establishes the proposed net tax levy for the Truth in Taxation Law to finance the 2009 budget in the amount of \$19,938,811.

SUBJECT: Certify maximum levy for Ramsey County Regional Railroad Authority in the amount of \$19,938,811 for 2009.

ATTACHMENTS:

1. Proposed resolution

PREVIOUS ACTION:

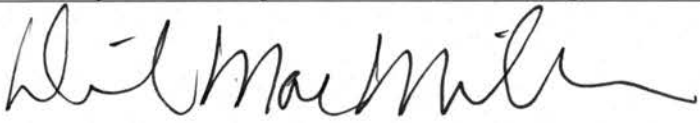
COUNTY MANAGER'S COMMENTS:

The County Manager approves certification of the maximum tax levy for the Ramsey County Regional Railroad Authority in the amount of \$19,938,811 for 2009.

SUBJECT: Certify maximum levy for Ramsey County Regional Railroad Authority in the amount of \$19,938,811 for 2009.

Regional Railroad Authority – Authorized Signature	Date
	9-2-08

Budgeting & Accounting – Authorized Signature	Date
	9-3-08

County Attorney – Authorized Signature	Date
	9/3/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

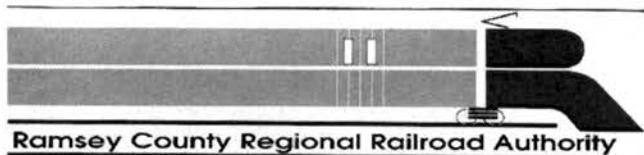
Other – Authorized Signature	Date

1 WHEREAS, The Truth in Taxation Law requires the Ramsey County Regional Railroad
2 Authority to certify a proposed maximum tax levy to the Property Records and Revenue
3 Department (County Auditor) by September 15, 2008; and
4

5 WHEREAS, The Truth in Taxation Law includes a provision that the approved tax levy
6 for the 2009 budget cannot be more than the proposed tax levy certified by the Ramsey County
7 Regional Railroad Authority by September 15, 2008; and
8

9 WHEREAS, In order to continue to improve the quality of life and access to services in
10 the region, to remain a partner in transit activities in the region with other agencies, including the
11 Minnesota Department of Transportation, the seven metro county Regional Railroad Authorities,
12 Metropolitan Council and Metro Transit; Now, Therefore Be It
13

14 RESOLVED, That the Ramsey County Regional Railroad Authority hereby establishes
15 the proposed net tax levy for the Truth in Taxation Law to finance the 2009 budget in the
16 amount of \$19,938,811.
17



2

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 9-02-08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Structures Demolition/Deconstruction – 1870 English St., Maplewood

EXECUTIVE SUMMARY: RCRRA owns the vacant commercial site that housed Gladstone Lumber Mart, at 1870 English St., Maplewood. The property consists of two pole barn structures a conventional garage and a former residence repurposed as an office building. Leasing is not feasible due to the age, original purpose, tax obligation to lessee and changes in zoning adopted by the City of Maplewood. RCRRA spent approximately \$10,000 in 2007 to "moth ball" the property. Chronic vacancy and ongoing expense coupled with the failing roofs, siding, insulation, animal infestation and susceptibility to numerous property break-ins by persons seeking copper make this a problem property for the RCRRA. The land is contiguous with the Bruce Vento Regional Trail on the NE Corridor and has potential in the planning of a transit corridor and could be impossible to replace and at an exponential cost. RCRRA staff recommends the property be razed and the site be cleared for the preservation of its' intended future use. A goal of reusing and/or recycling 50% or more of the building and site materials by volume would be established. Phase I Environmental Site Assessment and Hazardous Buildings Material Reports have been conducted and reveal no environmental remediation issues. A preliminary cost estimate is \$60,000. The funds to complete this work are available in the RCRRA Operating Budget. The City of Maplewood provided written support of this proposal. RCRRA staff recommends advertising for bids through City and County Contracts and Analysis to deconstruct the property and clear the premises.

ACTION REQUESTED:

1. Approve RCRRA Staff, working with St. Paul and Ramsey County Department of Contracts and Analysis, to advertise for bids to demolish the property and clear the premises at 1870 English St., Maplewood, MN.
2. Authorize the County Manager to execute a contract with the lowest responsible bidder, subject to final approval by Budgeting and Accounting, Property Management and the County Attorney's Office.
3. Authorize the County Manager to make all necessary payments, budget adjustments, and execute change orders to the contract, provided the cost is within the project budget of \$60,000.

SUBJECT: Structures Demolition/Deconstruction – 1870 English St., Maplewood

ATTACHMENTS:

Site Drawing, 2 Photograph Pages of the Premises, Recommendation of Maplewood

PREVIOUS ACTION:

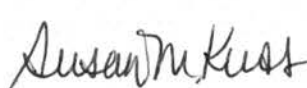
No Previous Action

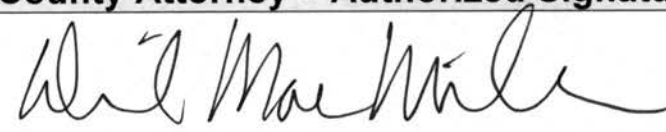
COUNTY MANAGER'S COMMENTS:

The County Manager concurs with the recommendation to advertise for bids and to proceed to deconstruct the property and clear the premises.

SUBJECT: Structures Demolition/Deconstruction – 1870 English St., Maplewood

Regional Railroad Authority – Authorized Signature	Date
	9-4-08

Budgeting & Accounting – Authorized Signature	Date
	9/3/08

County Attorney – Authorized Signature	Date
	9/3/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

1 WHEREAS, Ramsey County Regional Railroad Authority owns the premises at 1870
2 English St., Maplewood; and
3

4 WHEREAS, chronic vacancy, vandalism and ongoing "mothball" expense create a
5 financial and management burden for the RCRRA; RCRRA staff recommend advertising for
6 bids to deconstruct the buildings and raze the premises to mitigate operational expenses and
7 preserve the property for its' potential transportation corridor related development; Now,
8 Therefore Be It
9

10 RESOLVED, Ramsey County Regional Railroad Authority hereby authorizes its' staff to
11 work with St. Paul and Ramsey County Department of Contracts and Analysis to advertise for
12 bid to deconstruct the buildings and raze the premises at 1870 English St., Maplewood; and Be
13 it Further
14

15 RESOLVED, Ramsey County Regional Railroad Authority also authorizes the County
16 Manager to execute a contract with the lowest responsible bidder, subject to final approval by
17 Budgeting and Accounting, Property Management and the County Attorney's Office; and Be it
18 Further
19

20 RESOLVED, Ramsey County Regional Railroad Authority authorizes the County
21 Manager to make all necessary payments, budget adjustments, and execute change orders and
22 amendments to the contract, provided the cost is within the project budget of \$60,000.
23

From: Homolka, James
Sent: Monday, June 09, 2008 8:04 AM
To: Homolka, James
Subject: FW: Demolition of the Buildings at 1870 English St., Maplewood

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

From: Chuck Ahl [mailto:Chuck.Ahl@ci.maplewood.mn.us]
Sent: Monday, June 02, 2008 2:59 PM
To: Homolka, James
Cc: Mayasich, Timothy; Dave Fisher; Ekstrand Tom
Subject: RE: Demolition of the Buildings at 1870 English St., Maplewood

James:

As noted in our meeting on May 13th, the City is in support of the cleanup of the RCRRA site at 1870 English Street. As I understand, the cleanup would include the demolition of the existing building and removal of the blacktop material.

I have copied this message to David Fisher, our Chief Building Official, who is in charge of the permitting for demolitions. Dave will provide you the necessary information on permitting. I have also copied this message to Tom Ekstrand, our Senior Planner, who is familiar with the Gladstone plan and this area, and can also provide you guidance and assistance.

Chuck

R. Charles Ahl
Acting City Manager
City of Maplewood
1830 E. County Road B
Maplewood, MN 55109
(651) 249-2050

5

AERIAL VIEW

1870 English Street



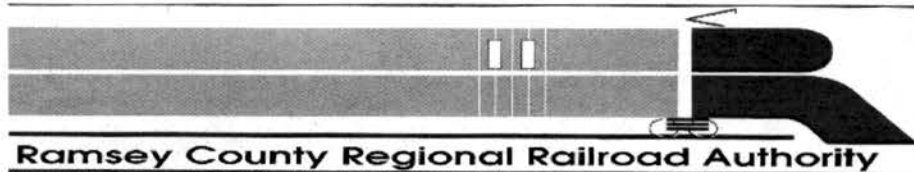
- Parcel Points
- Municipalities
- Road Centerlines (County)
- County Road
- Interstate Hwy
- State Hwy
- Roads
- Pavement Edge
- Water
- Structures
- Parcel Polygons
- Parcel Lines and Land Ties
- Land Ties
- Platted Lot Lines
- Parcel Map Labels
- Primary Owner
- Highway Shields
- Street Name Labels

DISCLAIMER: This map is neither a legally recorded map nor a survey and should not be used as one. This map is a compilation of records, information and data from various city, county, state and federal offices and other sources regarding land ownership, and is to be used for reference purposes only.

SOURCES: Ramsey County (January 29, 2007), The Lawrence Group







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

August 19, 2008

Immediately following 2009 Supplemental Budget Addenda
Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

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

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

MINUTES of the August 5, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) **Ratification of Report of Contracts**
Approve the Quarterly Report of Contracts for the period of April 1, 2008 through June 30, 2008.
- 2) **Approve First Amendment to the Grant Agreement with the Minnesota Department of Transportation for Rush Line Corridor Federal Funds**
Authorize the Ramsey County Regional Railroad Authority Chair to approve and execute the grant amendment with the Minnesota Department of Transportation to extend the grant termination date to December 31, 2009, at no increase in contract cost.
- 3) **Approve Comments on the Central Corridor Supplemental Draft Environmental Impact Statement**
Approve the attached resolution providing comments to the Metropolitan Council on the Central Corridor Supplemental Draft Environmental Impact Statement
- 4) **Central Corridor Project Update**

ADJOURNMENT

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

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

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

MEMBERS ABSENT: Commissioner Tony Bennett

OTHERS PRESENT: David Twa, Tim Mayasich, Steve Morris, Angie Taylor, Alicia Vap, Dan Soler, Ken Haider, Terry Speiker, Jacquelyn Cooper, Julie Kleinschmidt, Kathy Kapoun, Rich Koop, Mark Voerding, David MacMillan, and Jane McClure

Chair McDonough called the meeting to order at 10:01 AM.

AGENDA

Commissioner Reinhardt moved approval of the Agenda of the July 22, 2008 Board Meeting, seconded by Commissioner Rettman. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. No Vote – Bennett - 1. Nays – 0. Motion accepted.

MINUTES

Commissioner Reinhardt moved approval of the Minutes from the June 24, 2008 Board Meeting, seconded by Commissioner Carter. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. No Vote – Bennett - 1. Nays – 0. Motion accepted.

1. Consent to Termination of Metro Transitways Development Board Joint Powers Agreement (R08-28)

Commissioner Parker moved approval of the Consent to Termination of Metro Transitways Development Board (MTDB) Joint Powers Agreement, seconded by Commissioner Reinhardt. Commissioner Rettman requested a statement on why the MTDB is being terminated and whether or not all the other counties are doing this. Chair McDonough responded that once the Counties Transit Improvement Board (CTIB) was established to manage the sales tax revenue, the seven counties agreed that there was no need for duplication of efforts by the MTDB, as the CTIB would take on the roll of advocacy and promotion. Five of the seven counties are members of the CTIB by their signing of the Joint Powers Agreement (JPA). There is an agreement that Scott and Carver Counties will sit on CTIB as *ex officio* members, with the additional agreement that that they pay a small portion of the administration fee, just as they did when they were a part of the MTDB. Chair McDonough continued, saying in summary this is putting an end to one board, combining

what that board did with the new board. He indicated that this is the first step in the process, that all the other counties would be preparing resolutions, and the MTDB would officially dissolve by mid-September, 2008. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. No Vote – Bennett – 1. Nays – 0. Motion accepted.

WHEREAS, by Resolution No. R91-75 (December 10, 1991), the Ramsey County Regional Railroad Authority authorized its chair to execute the Joint Powers Agreement establishing the Metropolitan Light Rail Transit Joint Powers Board, now known as the Metro Transitway Development Board, became a party to said Joint Powers Agreement; and

WHEREAS, the Metro Transitway Development Board, in light of the formation of the Counties Transit Improvement Board (CTIB) consisting of the counties of Anoka, Dakota, Hennepin, Ramsey, and Washington, and pursuant to Section 14(A)(2) of the Joint Powers Agreement establishing the Metropolitan Light Rail Transit Joint Powers Board, now known as the Metro Transitways Development Board, has resolved to terminate itself, effective September 30, 2008, provided that four members have consent thereto, by resolution, or or before August 1, 2008; and

WHEREAS, in order to address metropolitan region-wide policy issues, the CTIB contemplates continuing coordination with the counties of Carver and Scott as non-voting ex officio members of the CTIB.

NOW, THEREFORE, BE IT RESOLVED, that the Ramsey County Regional Railroad Authority hereby consents to the termination of the Metropolitan Light Rail Transit Joint Powers Agreement.

2. **Commitment of Ramsey County Regional Railroad Authority Local Share for the Central Corridor Light Rail Transit Project (R08-29)**

Commissioner Parker moved approval of the commitment of Ramsey County Regional Railroad Authority Local Share for the Central Corridor Light Rail transit project, seconded by Commissioner Reinhardt. Tim Mayasich, Director of the Regional Railroad Authority, advised that the action before the Board is a request for the Ramsey County Regional Railroad Authority (RCRRA) to make a commitment for a contribution of its local share funds for the Central Corridor project. The commitment allows the local share to match the 50% federal share, which will show that we have the local financial share secured at the time of the next submittal to the Federal Transit Administration (FTA). This commitment will allow the project to receive a higher ranking in the FTA process. Chair McDonough advised that Hennepin and Ramsey Counties are committed to provide 10% of the local share, indicating that there is an agreement between Hennepin and Ramsey Counties on how much of the 10% they each will cover. The State also has a 10% share, which is why the \$70 million in the bonding bill this year was important. He indicated that the CTIB would be preparing a resolution that commits to 30%, but further advised that there would still be a small deficit for the State's 10% commitment. He indicated that legislation that passed this year allows Ramsey and Hennepin Counties to make a larger than the 10% commitment to move the project forward for one year until the State can come back next year and finish their 10% share with a bonding proposal. He clarified that the additional one year commitment of \$4.31 million is Ramsey County's commitment to cover the State's share to move the project forward with our local match identified, which will give us a "High" rating when we compete

with projects across the country. He further clarified that today's action is making the commitment, not actually providing the funds. There will be negotiations with the State and the Metropolitan Council about what dollars get spent and when.

Commissioner Rettman asked if we are receiving credit for funds already spent. Steve Morris commented that the project, from the FTA New Starts perspective, starts with preliminary engineering, and added that most of the prior work was done outside of the \$892 million project budget. Mr. Morris further confirmed that no county dollars have been spent on preliminary engineering because, to date, all funds have been federal and state. He indicated, however, that the Regional Railroad Authority made a commitment last year to be ready to step in with funding for preliminary engineering if necessary. Commissioner Rettman noted that a commitment does not mean the expenditure has been made, but is earmarked. Mr. Morris responded in the affirmative. Commissioner Reinhardt commented that the capping of the capital costs at 10% significantly reduced the amount of money that Ramsey County will have to put in. Commissioner Reinhardt emphasized that Ramsey County needs to sure that Hennepin County and other project partners are on board when we go to the State next year to request additional bonding money. She asked what commitment Hennepin County has made. Mr. Morris responded that Hennepin County has not taken action yet, but it is their intent to take the same action. Commissioner Parker commented that Ramsey County's share is higher than Hennepin's because Ramsey County is 70% of the line, which Chair McDonough affirmed.

Chair McDonough, for clarification purposes, explained that the 17% local match that Ramsey and Hennepin would have had to pay is now 10%. Commissioner Parker commented that it is important to note the reason for the decrease was due to the ¼ percent sales tax, which is coming from the five metro counties belonging to CTIB. Chair McDonough added that because the project budget figures will fluctuate, today's resolution used \$900 million as the project budget, indicating that Ramsey County's share of that would be \$63 million. He went on to state that if the project budget goes over \$900 million, which would require a larger local share, it will come back to the Board. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. No Vote – Bennett - 1. Nays – 0. Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance the Central Corridor and other transit projects that benefit the citizens of Ramsey County; and

WHEREAS, The Metropolitan Council is responsible for delivering the project according to Federal Transit Administration (FTA) and local project partners' requirements; and

WHEREAS, Commitments for non-federal funding need to be in place before the Metropolitan Council submits a request to enter final design to FTA on September 5, 2008; and

WHEREAS, Legislative action in 2008 capped the Railroad Authority contribution to rail projects at ten percent; and

WHEREAS, Legislative action in 2008 allowed for a one-year Railroad Authority commitment above the 10% cap; and

WHEREAS, The Ramsey County Regional Railroad Authority's share of the Central Corridor Light Rail Project is seven percent based on mileage of the line.

NOW, THEREFORE, BE IT RESOLVED, That the Ramsey County Regional Railroad Authority commits seven percent of the capital costs for the Central Corridor Light Rail Project, not to exceed \$63,000,000; and

BE IT FURTHER RESOLVED, That the Ramsey County Regional Railroad Authority commits up to \$4,310,000 for not longer than one year; and

BE IT FURTHER RESOLVED, That staff be authorized to negotiate an agreement with the Metropolitan Council to identify cash flow requirements for the project for consideration by the Authority.

3. Central Corridor Project Update

Dan Soler, Central Corridor Project Office gave an update on the Central Corridor project, advising that the municipal consent resulted in an unanimous approval from Ramsey County, Hennepin County, City of St. Paul, and City of Minneapolis to move the project forward. He added that all four agencies passed resolutions that approved the municipal consent plans and laid out issues to be worked out with the Metropolitan Council.

Mr. Soler went on to report that the Supplemental Draft Environmental Impact Statement (SDEIS) was published with its Notice of Availability on July 11, 2008, advising that the document is out for review by citizens and agencies and that the 45-day comment period began on July 11, 2008 and will close on August 25, 2008. He advised that there will be three public hearings for the SDEIS, on August 4, 7, and 9, 2008, with one in the morning, one in the late afternoon, and one on Saturday. The public hearings are posted on our website, along with a link to the Metropolitan Council's website to view the SDEIS. The SDEIS is also available at 13 different libraries, at the Central Corridor Project Office, and the Metropolitan Council. This information is also available in the most recent version of the *Making Tracks* newsletter. The Metropolitan Council will take action on the locally preferred alternative action on August 27, 2008.

Mr. Soler also reported that the FTA set the preliminary engineering (PE) submittal date for September 5, 2008, emphasizing that there are many documents that have to be submitted to request to enter final design. Mr. Soler went on to advise that the FTA also imposed a new cost effectiveness index (CEI) of \$24.49. Because the project costs are required to be inflated, the \$892 million budget as we have it today results in a CEI of \$24.82.

Commissioner Carter asked what the logic is behind this change, emphasizing that we now have a new \$0.33 CEI problem, rather than opportunity to move forward with the project or for the opportunity for additional considerations like stations on University Avenue. Mr. Soler responded that the FTA is looking for strong projects to deliver and that the competition is fierce. Steve Morris added that the \$892 million budget is a year of expenditure budget, estimated costs are not in today's dollars, but based on the construction schedule as proposed. For calculating the CEI, one deflates back to current year dollars, so it's always calculated in current year dollars. The CEI that was just under \$24.00 last year was calculated in 2007 dollars. This year's budget is still \$892 million, but it has deflated not as far down, which created a larger CEI of \$24.82. Chair McDonough commented that in reality, this does have a negative effect on the project because the project budget must

decrease to get it back down to that CEI number of \$24.82 for the September 5, 2008 application.

Commissioner Ortega asked what impact this will have on the contingency line items in the budget, further inquiring about the inflation factor. Mr. Soler responded that that same inflation factor is being used on everything, including the contingency. Commissioner Ortega commented that it isn't as negative as it might seem, indicating his belief that the project could continue to move along at the same pace, looking at those stations on University, along with other things Ramsey County wants as first priority on the contingency budget. Commissioner Reinhardt inquired if the action taken earlier today is impacted by this new information. Chair McDonough responded that the local commitment action taken today allows for a \$900 million budget, advising that if the budget would happen to increase up to \$900 million, we wouldn't have to come back for any more action. However, if the budget ever went over \$900 million, we would come back to the Regional Rail Authority for the authority to do the increased local match.

Mr. Soler continued, advising that the Metropolitan Council has a Request for Qualification (RFQ) out for soliciting responses from artists to engage in the public art portion of the project. He stated that 66 applications/RFQs, were received. The artist selection committee will reduce the 66 applicants to 10 proposals. The 10 applicants will attend a special Community Advisory Committee meeting on Thursday, July 31, 2008 at 5:00 PM at Goodwill Industries on Fairview Avenue in St. Paul, to make a 10-15 minute presentation to the community. Based on feedback from the community and the artist selection committee, 10 applicants will submit proposals, which then will be narrowed down to 3 to 5 artists to work on station areas within the project. That whole process will be complete sometime in the fall. Chair McDonough inquired who will make the final selections. Mr. Soler responded that he did not know, advising that he would look into it and report back to Tim Mayasich.

Commissioner Carter expressed her concern that in a prior meeting of the Central Corridor Management Committee (CCMC), members of the committee stakeholders from the four jurisdictions made it very clear that the design and integration of art did not meet their desires and inquired how the opportunity for integration of art and station design would happen. She advised that a request was made at the last CCMC meeting to invite public artists to share the initial concerns and suggestions for the project. She stated the concern is that the application needs to go in ahead of that opportunity to work on integration and inquired if in the short-term, it could be expanded how much art, integrated art and station design concept will go in with the application and identifying opportunity for true integration. Mr. Soler responded that for the purpose of the September 5, 2008 preliminary engineering submittal and application, it's the location of the stations, not the design of the station.

Commissioner Parker commented that the definition of public art could be the design of the trains, the stations itself, or a standalone object. She further commented that it could be for the whole project, or each station having its own, inquiring if it is known how public art will be defined. Mr. Soler responded that public art, for the purpose of Central Corridor LRT, is public art as it is associated with station design and station amenities. Commissioner Parker asked if the whole line will have the same look, or if there will be a different artist doing something at each station. Mr. Soler responded that there are some elements that are part of station design that the architecture team feels should be consistent station-to-station. He further advised that a number of things have been heard from the disability community that

they wish to be consistent at all stations. The art could vary from station to station, or could be groups of stations.

Commissioner Reinhardt commented that the Hiawatha corridor has consistencies between each of the stations, but also incorporates a lot of differences that reflect the neighborhood. She expressed her concern that these elements be included even for the stations that are not being built at this time so there is a plan in place for public art for those stations.

Mr. Soler commented that parking continues to be an issue along University Avenue, advising that the outreach coordinators are meeting with businesses and compiling as many business surveys as possible to get information about employee parking, customer parking, and to begin discussions about strategies that the project, in assistance with the City of St. Paul, could identify for parking issues along University Avenue.

Commissioner Reinhardt reminded members that the issue of parking has been on the table since the very beginning. Commissioner Rettman expressed her opposition to gentrification in the neighborhoods, and raised concern for the health of businesses. She added that there has been no new information on park and rides, except for one in Roseville, and north/south connections need to be in place so people can connect without having to park and hide in the neighborhoods and on business strips. Mr. Soler suggested talking about solutions that are amenable to the project, the businesses, and the residents, and to start to work on implementation of those solutions.

The meeting adjourned at 10:50 AM.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 5, 2008

The Ramsey County Regional Railroad Authority met at 8:30 a.m., Tuesday, August 5, 2008, in the Council Chambers, Third Floor Court House.

MEMBERS PRESENT: Chair Jim McDonough
Commissioner Toni Carter (late)
Commissioner Rafael Ortega
Commissioner Jan Parker (late)
Commissioner Victoria Reinhardt
Commissioner Janice Rettman

MEMBERS ABSENT: Commissioner Tony Bennett

OTHERS PRESENT: David Twa, County Manager; Tim Mayasich, Director,
Regional Railroad Authority; and Bobbie Crancer,
Committee Coordinator.

2009 Ramsey County Regional Railroad Authority Supplemental Budget

Tim Mayasich, Director, Ramsey County Regional Railroad Authority (RCRRA), presented the 2009 RCRRA Supplemental Budget.

The Department's two-year 2008-2009 budgets were approved by the RCRRA on December 18, 2007. The Rail Authority's 2009 budget is \$32,708,558. There are no addendums to this 2009 budget.

Focus of the presentation today would be on the RRA's critical success indicators and performance measures. The Department's mission is providing effective and efficient transit alternatives for Ramsey County and surrounding regions.

One of Ramsey County's goals is to promote multi-modal transit and transportation solutions that effectively serve our citizens. The Rail Authority's critical success indicator is a variety of safe and effective transportation options that benefit the community.

Performance measures focus on four areas: the Union Depot, the Central Corridor LRT project, corridor planning, and right of way acquisition. Performance measures for the Union Depot include the execution of two purchase agreements; one was with the United States Postal Service for the purchase of the concourse, completed in 2008. The other acquisition occurred last week when the RCRRA purchased from the St. Paul Housing and Redevelopment Authority the portion of the train deck not owned by the United States Postal Service.

Preliminary engineering for the renovation of the Union Depot will begin the fall of 2008. Concourse renovation is planned to begin late 2009. Possession is expected by late 2010. The first phase of the project is set to open 2011-2012.

(Continued)

The next set of performance measures pertain to the Central Corridor LRT project. The first measure, preliminary engineering authorization, was approved by the Federal Transit Administration in December 2006. Preliminary engineering is being conducted by the Metropolitan Council with cooperation from the RCRRA, the Hennepin County Rail Authority, and other project partners. Preliminary engineering will be completed by late 2008-early 2009. The project will then enter into final design. Final design authorization is anticipated for late 2008-early 2009 with construction of the corridor to begin in 2010.

The Department's next performance measure relates to corridor planning. The Department will continue to work on the Red Rock, Rush Line, Robert Street, and I-94 Corridors, along with other projects, to provide improved transit options for citizens.

The final performance measure pertains to right of way acquisition. Additional right of way acquisition may be needed for future transportation corridors. In May 2005, \$5.28 million was spent by the RCRRA to acquire land along Kellogg Boulevard for the Union Depot project. In August 2008, \$3.62 million was spent by the Rail Authority to acquire St. Paul HRA property for the Union Depot project.

Looking ahead to 2010 and 2011, the RCRRA office will continue to work with the Counties Transit Improvement Board in the development of regional transit policy and financing strategies. RCRRA anticipates that Central Corridor construction would begin in 2010. The Union Depot Concourse renovation will be ongoing. RCRRA will be engaged in high speed rail planning, working with Federal, State and local partners, and will continue corridor planning of other projects with the Red Rock, Rush Line, Robert Street, and I-94 projects.

Commissioner Rettman pointed out that the bottom line of page two was cut off. She asked how many items were listed under Performance Measures-Discussion.

Mr. Mayasich said there were a total of seven measures. Number 7 had been cut off and would read: "Railroad right of way that may be needed for future transportation corridors may be acquired, if available".

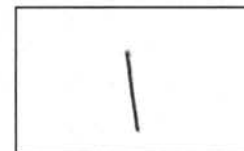
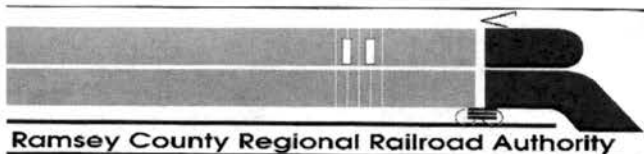
Commissioner Parker asked for clarification -- the cover sheet talks about \$32,708,558, but the back page, which is the budget, cites \$36,023,253.

Mr. Mayasich said the difference has to do with the fund balance, and the budget page was corrected yesterday.

Chair McDonough pointed out a replacement budget page on the table, distributed to the Commissioners prior to the beginning of the meeting.

ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 8/19/2008

Regional Railroad Authority Meeting Date: _____

SUBJECT Ratification of Report of Contracts

EXECUTIVE SUMMARY

A report of contracts approved by the County Manager for the period of April 1, 2008 through June 30, 2008 is attached.

ACTION REQUESTED

Approve the report of contracts for the period of April 1, 2008 through June 30, 2008.

SUBJECT: Ratification of Report of Contracts

ATTACHMENTS:

1. Proposed resolution
2. Quarterly report of contracts for the period of April 1, 2008 through June 30, 2008

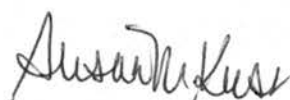
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

The RCRRA requires ratification of the report of contracts approved by the County Manager citing Administrative Code 4.3.50A, which requires a report of all contracts approved by the County Manager.

SUBJECT: Ratification of Report of Contracts

Regional Railroad Authority – Authorized Signature	Date
	8-13-08

Budgeting & Accounting – Authorized Signature	Date
	8/13/08

County Attorney – Authorized Signature	Date
	8/13/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: August 19, 2008 No: _____

WHEREAS, Administrative Code 4.3.50A requires a report of all contracts approved by the County Manager; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority hereby approves the Quarterly Report of Contracts for the period of April 1, 2008 through June 30, 2008.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Jim McDonough, Chair

By: _____
Tony Bennett, Secretary

REPORT OF CONTRACTS PURSUANT TO RESOLUTION R98-34

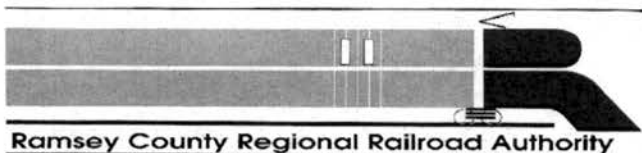
QUARTER ENDING June 30, 2008

CONTRACT NUMBER	CONTRACTOR'S NAME	DATE SIGNED	AMOUNT OF CONTRACT	PURPOSE OF CONTRACT
RRA000001	DMJM Harris	06-May-08	-----	Amendment to extend end date from 5/16/2008 to 6/30/2009. Agreement to provide project coordination services.
RRA 569	Natalio Diaz	06-May-08	\$5,000.00	Amendment to extend end date from 5/31/2008 to 12/31/2008, increase scope of services to include strategic consulting services, and increase the amount from \$10,000 to \$15,000. Agreement to provide strategic consulting services to the Regional Rail Authority Director and Board members.
RRA 707	URS Corporation	22-May-08	-----	Amendment to extend end date from 5/31/2008 to 12/31/2008. Provide conceptual engineering and environmental assessment services for the Union Depot.
RRA 788	Linda Oman	04-Jun-08	\$5,000.00	Provide professional reporting/transcription services for a Central Corridor Preliminary public hearing on 6/5/2008. Contractor will provide one original transcription plus two additional copies by 6/12/2008.
RRA 706	URS Corporation	04-Jun-08	-----	Amendment to extend end date from 8/31/2008 to 6/30/2009. Provide a Rush Line Corridor alternatives analysis study.
RRA 791	Dr. Suzanne Walfoort	11-Jun-08	\$300.00	Provide professional moderating services for a Central Corridor Preliminary public hearing on 6/5/2008.

7/17/2008

Prepared by Budgeting and Accounting - CL

Page 1 of 1



2

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 8/19/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve First Amendment to the Grant Agreement with the Minnesota Department of Transportation for Rush Line Corridor Federal Funds

EXECUTIVE SUMMARY

In June 2007, the Ramsey County Regional Railroad Authority (RCRRA) approved a grant agreement with the Minnesota Department of Transportation to receive \$400,000 in federal funds for the Rush Line Corridor alternatives analysis study. The five counties comprising the Rush Line Corridor Task Force had previously agreed to pay the 20% local match of \$100,000 for a total project cost of \$500,000 for the alternatives analysis study and associated public education and involvement. Staff had requested Mn/DOT extend the grant termination date, and is proposing to extend the agreement through December 31, 2009, at no additional cost. The Rush Line Corridor Task Force focused its efforts on funding corridor bus service during the 2008 legislative session, which delayed the alternatives analysis study.

ACTION REQUESTED

Authorize the Ramsey County Regional Railroad Authority Chair to approve and execute the grant amendment with the Minnesota Department of Transportation to extend the grant termination date to December 31, 2009, at no increase in contract cost.

SUBJECT: *Approve First Amendment to the Grant Agreement with the Minnesota Department of Transportation for Rush Line Corridor Federal Funds*

ATTACHMENTS:

- 1) Draft Resolution
- 2) Copy of R07-26

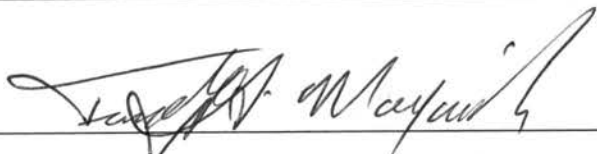
PREVIOUS ACTION:

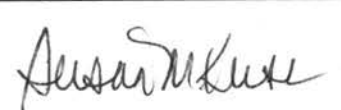
An agreement with the Minnesota Department of Transportation is currently in place and expires December 31, 2008.

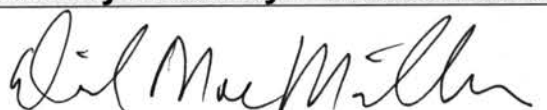
COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Approve First Amendment to the Grant Agreement with the Minnesota Department of Transportation for Rush Line Corridor Federal Funds

Regional Railroad Authority – Authorized Signature	Date
	8-13-08

Budgeting & Accounting – Authorized Signature	Date
	8/13/08

County Attorney – Authorized Signature	Date
	8/13/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

DRAFT RESOLUTION

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3 WHEREAS, Ramsey County Regional Railroad Authority is a member of the Rush Line
4 Corridor Task Force, and is administering the grant agreement for the Rush Line Corridor
5 Alternatives Analysis study; and
6

7 WHEREAS, Ramsey County Regional Railroad Authority entered into a grant
8 agreement with the Minnesota Department of Transportation to access \$400,000 in federal
9 funding to conduct an alternatives analysis study for the Rush Line Corridor; Now, Therefore,
10 Be It
11

12 RESOLVED, Ramsey County Regional Railroad Authority hereby authorizes the
13 Ramsey County Regional Rail Authority Chair to approve and execute the grant amendment
14 with the Minnesota Department of Transportation to extend the grant termination date to
15 December 31, 2009, at no increase in contract cost.

Amendment No.1 to Mn/DOT Agreement No. 90191

THIS AMENDMENT is by and between the State of Minnesota, through its Commissioner of Transportation ("STATE") and **Ramsey County Regional Railroad Authority, a government entity ("GRANTEE")**.

BACKGROUND

STATE and GRANTEE entered into Grant Contract #90191 to administer federal earmarked funds for the Rush Line Corridor which extends from the Union Depot in downtown St. Paul, Minnesota to the City of Hinckley, Minnesota. The purpose of this amendment is to extend the term of the Original Grant Contract to enable GRANTEE to complete the alternatives analysis study required in the Original Grant Contract.

STATE and GRANTEE agree to amend the Original Grant Contract as follows:

REVISION 1. In Article I Term of Contract, delete "**December 31, 2008**" and insert "**June 30, 2009**".

REVISION 2. In Article II Grantee's Duties, in paragraph, delete "**Exhibit I**" and insert "**Exhibits I and IA**".

Except as amended herein, the terms and conditions of the Original Grant Contract and all previous amendments remain in full force and effect.

(This space has been left blank intentionally.)

IN WITNESS WHEREOF, the parties have caused this Amendment to be duly executed intending to be bound thereby.

1. STATE ENCUMBRANCE VERIFICATION

Individual certifies that funds have been encumbered as required by Minn. Stat. §§ 16A.15 and 16C.05.

Signed: _____ *n/a*

Date: _____

CFMS Contract No. A- _____

2. RECIPIENT

RECIPIENT certifies that the appropriate person(s) have executed the contract on behalf of RECIPIENT required by applicable articles, bylaws, resolutions, or ordinances.

By: _____

Title: Chair

Date: _____

3. DEPARTMENT of TRANSPORTATION

By: _____

(with delegated authority)

Title: Director, Office of Transit

Date: _____

4. Office of Contract Management

By: _____

Title: Contracts Administrator

Date: _____

Approval Recommended:

APPROVED AS TO FORM:

David F. MacMillan

David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: _____

Account No. 2007 12501 150580 P12334 *314306 34*

Susan McKenna
Budgeting & Accounting

Scope of Work for Rush Line Corridor
FFY 2006 Grant and Local Match

(updated June 2008)

1. Public Education and Involvement **\$50,000**

The Ramsey County Regional Railroad Authority (RCRRA) staff will work with the Rush Line Corridor Alternatives Analysis Consultant (Consultant) to develop and execute a public education and involvement plan. The goals of the public education and involvement process should be proposed by the Consultant in coordination with RCRRA staff, and will be reviewed with input from the community and the Rush Line Corridor Task Force. Specific deliverables will include newsletters, a fact sheet, website updates, public meetings, presentation materials, and meetings with stakeholders along the corridor.

Time Frame

Issuance of the RFP	January 2007
Contract Award	May 2007
Tasks Complete	June 2009

2. Alternatives Analysis Study **\$450,000**

An alternatives analysis study is a step in the process for making decisions on transportation investments for a transportation corridor. The purpose of this study is to identify and evaluate the alternatives that will address the transportation problems, needs and opportunities in the Rush Line Corridor, and develop a recommended course of action for the next phase of the process. The contractor will develop a problem statement, purpose and need statement, goals and objectives, and evaluation criteria for the corridor. The Contractor will conceptually identify alternatives for the corridor, and may include no build, baseline, commuter rail, light rail, express bus, bus rapid transit, and cost of adding capacity to I-35 and I-35E. A screening process will narrow the number of alternatives to a more manageable number. This smaller number will then be analyzed in greater detail, and will include an operating plan, ridership forecasts, operating and maintenance cost estimates, capital costs estimates, and environmental and community issues. This information will be used to evaluate the remaining alternatives. Selected alternatives may advance for environmental documentation if appropriate. A final report will be created, which will contain recommended next steps. All functions will be performed in accordance with the Federal Transit Administration's Section 5309 New Starts Program.

Time Frame

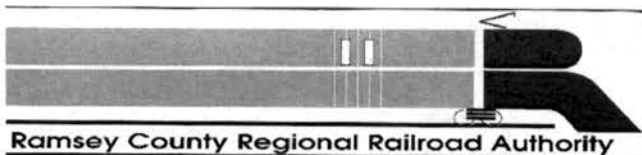
Issuance of the RFP	January 2007
Contract Award	May 2007
Tasks Complete	June 2009

Exhibit IA

90191

7

Total FFY 2006 Grant and Local Match for the Rush Line Corridor \$500,000



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REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 08/19/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Approve comments on Central Corridor Supplemental Draft Environmental Impact Statement

EXECUTIVE SUMMARY

On July 11, 2008, the Federal Transit Administration and the Metropolitan Council issued a Supplemental Draft Environmental Impact Statement (SDEIS) for the Central Corridor. The public comment period for the SDEIS ends on August 25, 2008. The purpose of the SDEIS is to provide information on changes that have been made to the project during preliminary engineering. Copies of the SDEIS have been made available at various locations, including libraries, and on-line. Three public hearings were held during the week of August 4, 2008.

The major changes from the DEIS are:

1. A change in the Hiawatha connection
2. At-grade operation at the University of Minnesota
3. Infrastructure for three additional stations at Hamline, Victoria, and Western
4. Operating on the south side of University near the Capitol
5. A diagonal alignment at 4th and Cedar with one fewer station
6. General locations for traction power substations have been identified
7. Stations built to accommodate three-car operation
8. A larger vehicle maintenance facility located east of Union Depot
9. Rebuilding the Washington Avenue Bridge to add redundancy

The SDEIS project is consistent with the preliminary design plans approved by the Ramsey County Board on June 25, 2008. The draft resolution reemphasizes the need for the Metropolitan Council to resolve the issues already identified by the Ramsey County Rail Authority and others.

ACTION REQUESTED

- 1) Approve the attached resolution providing comments to the Metropolitan Council on the Central Corridor Supplemental Draft Environmental Impact Statement.

1

SUBJECT Approve comments on Central Corridor Supplemental Draft Environmental Impact Statement

ATTACHMENTS:

- 1) Draft Resolution

PREVIOUS ACTION:

None

COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Approve comments on Central Corridor Supplemental Draft Environmental Impact Statement

Regional Railroad Authority – Authorized Signature	Date
	8-13-08

Budgeting & Accounting – Authorized Signature	Date

County Attorney – Authorized Signature	Date
	8/13/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

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DRAFT RESOLUTION

**Comments on Central Corridor
Supplemental Draft Environmental Impact Statement**

WHEREAS, The Metropolitan Council has prepared a Supplemental Draft Environmental Impact Statement (SDEIS) for the Central Corridor light rail transit line; and

WHEREAS, Public hearings on the SDIES have been held to gather comments on the project; and

WHEREAS, The Metropolitan Council has committed to continue to work with the Ramsey County Regional Railroad Authority and other project partners to resolve outstanding issues; Now, Therefore Be It

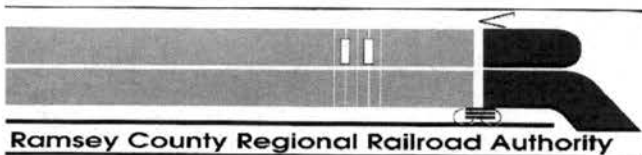
RESOLVED, That Ramsey County Regional Railroad Authority generally supports the changes outlined in the SDEIS and provides the following comments; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority staff will continue to work with project staff to refine the LRT component of the Union Depot multi-modal transit hub; and be it further

RESOLVED, That Ramsey County Regional Railroad Authority staff will continue to work with project staff to satisfactorily address the issues listed in Rail Authority Resolution R06-33, dated May 23, 2006, and those raised in the Preliminary Design Plan Public Comment Record compiled by Ramsey County in June 2008, and in the document entitled "Central Corridor LRT Ongoing Coordination and Project Partner Involvement in the Decision Making Process Beyond Municipal Consent;" And Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority will continue to work with the Metropolitan Council and other project partners to ensure the project, as built, best meets the needs of the citizens of Ramsey County.

4



4

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 08/19/08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Central Corridor Project Update

EXECUTIVE SUMMARY

Mark Fuhman, Central Corridor Project Director, or his designee will update Commissioners on the current status of the Central Corridor project.

ACTION REQUESTED

None. For information and discussion only.

SUBJECT: Central Corridor Project Update

ACTION REQUESTED

Discussion only to provide Commissioners a status report on the various activities that have been occurring regarding the Central Corridor project.

ATTACHMENTS:

None

PREVIOUS ACTION:

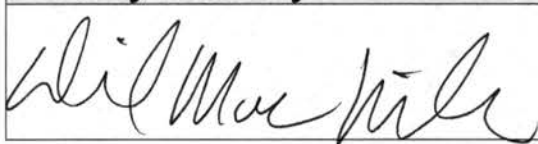
None

COUNTY MANAGER'S COMMENTS:

SUBJECT: Central Corridor Project Update

Regional Railroad Authority – Authorized Signature	Date
	8-13-08

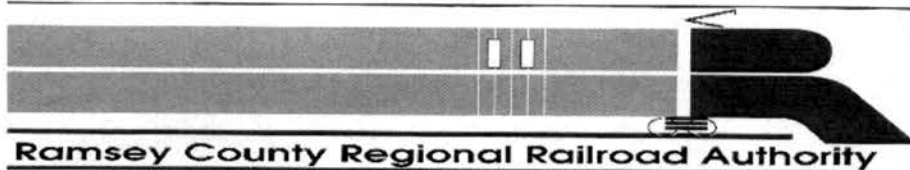
Budgeting & Accounting – Authorized Signature	Date
	8/13/08

County Attorney – Authorized Signature	Date
	8/13/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date



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

August 5, 2008

8:30 a.m.

Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the August 5, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) 2009 RCRRA Supplemental Budget

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 5, 2008

The Ramsey County Regional Railroad Authority met at 8:30 a.m., Tuesday, August 5, 2008, in the Council Chambers, Third Floor Court House.

MEMBERS PRESENT: Chair Jim McDonough
Commissioner Toni Carter (late)
Commissioner Rafael Ortega
Commissioner Jan Parker (late)
Commissioner Victoria Reinhardt
Commissioner Janice Rettman

MEMBERS ABSENT: Commissioner Tony Bennett

OTHERS PRESENT: David Twa, County Manager; Tim Mayasich, Director, Regional Railroad Authority; and Bobbie Crancer, Committee Coordinator.

2009 Ramsey County Regional Railroad Authority Supplemental Budget

Tim Mayasich, Director, Ramsey County Regional Railroad Authority (RCRRA), presented the 2009 RCRRA Supplemental Budget.

The Department's two-year 2008-2009 budgets were approved by the RCRRA on December 18, 2007. The Rail Authority's 2009 budget is \$32,708,558. There are no addendums to this 2009 budget.

Focus of the presentation today would be on the RRA's critical success indicators and performance measures. The Department's mission is providing effective and efficient transit alternatives for Ramsey County and surrounding regions.

One of Ramsey County's goals is to promote multi-modal transit and transportation solutions that effectively serve our citizens. The Rail Authority's critical success indicator is a variety of safe and effective transportation options that benefit the community.

Performance measures focus on four areas: the Union Depot, the Central Corridor LRT project, corridor planning, and right of way acquisition. Performance measures for the Union Depot include the execution of two purchase agreements; one was with the United States Postal Service for the purchase of the concourse, completed in 2008. The other acquisition occurred last week when the RCRRA purchased from the St. Paul Housing and Redevelopment Authority the portion of the train deck not owned by the United States Postal Service.

Preliminary engineering for the renovation of the Union Depot will begin the fall of 2008. Concourse renovation is planned to begin late 2009. Possession is expected by late 2010. The first phase of the project is set to open 2011-2012.

(Continued)

The next set of performance measures pertain to the Central Corridor LRT project. The first measure, preliminary engineering authorization, was approved by the Federal Transit Administration in December 2006. Preliminary engineering is being conducted by the Metropolitan Council with cooperation from the RCRRA, the Hennepin County Rail Authority, and other project partners. Preliminary engineering will be completed by late 2008-early 2009. The project will then enter into final design. Final design authorization is anticipated for late 2008-early 2009 with construction of the corridor to begin in 2010.

The Department's next performance measure relates to corridor planning. The Department will continue to work on the Red Rock, Rush Line, Robert Street, and I-94 Corridors, along with other projects, to provide improved transit options for citizens.

The final performance measure pertains to right of way acquisition. Additional right of way acquisition may be needed for future transportation corridors. In May 2005, \$5.28 million was spent by the RCRRA to acquire land along Kellogg Boulevard for the Union Depot project. In August 2008, \$3.62 million was spent by the Rail Authority to acquire St. Paul HRA property for the Union Depot project.

Looking ahead to 2010 and 2011, the RCRRA office will continue to work with the Counties Transit Improvement Board in the development of regional transit policy and financing strategies. RCRRA anticipates that Central Corridor construction would begin in 2010. The Union Depot Concourse renovation will be ongoing. RCRRA will be engaged in high speed rail planning, working with Federal, State and local partners, and will continue corridor planning of other projects with the Red Rock, Rush Line, Robert Street, and I-94 projects.

Commissioner Rettman pointed out that the bottom line of page two was cut off. She asked how many items were listed under Performance Measures-Discussion.

Mr. Mayasich said there were a total of seven measures. Number 7 had been cut off and would read: "Railroad right of way that may be needed for future transportation corridors may be acquired, if available".

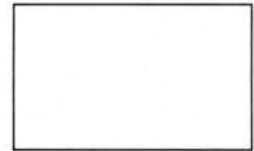
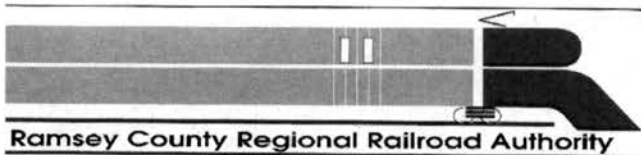
Commissioner Parker asked for clarification -- the cover sheet talks about \$32,708,558, but the back page, which is the budget, cites \$36,023,253.

Mr. Mayasich said the difference has to do with the fund balance, and the budget page was corrected yesterday.

Chair McDonough pointed out a replacement budget page on the table, distributed to the Commissioners prior to the beginning of the meeting.

ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 08/05/08

Regional Railroad Authority Meeting Date: _____

SUBJECT 2009 RCRRA Supplemental Budget

EXECUTIVE SUMMARY

On December 18, 2007 the Ramsey County Regional Railroad Authority (RCRRA) adopted the two-year 2008-2009 RCRRA budgets. The 2009 budget is \$32,708,558. There are no addendums to this budget.

The two-year budget approval process requires presentation of RCRRA critical success indicators and performance measures.

ACTION REQUESTED

Discussion will occur on RCRRA critical success indicators and performance measures.

BUDGET & ACCTG

● 8 JUL 28 AM 11:39

SUBJECT: 2009 RCRRA Supplemental Budget

ATTACHMENTS:

1. Department Summary of Department Mission, Programs/Services, Critical Success Indicators
2. Critical Success Indicator and Performance Measures
3. Changes to 2009 Approved Budget

PREVIOUS ACTION:

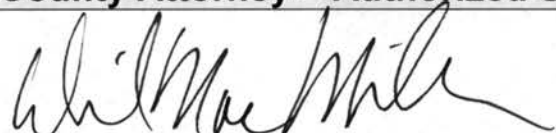
None.

COUNTY MANAGER'S COMMENTS:

SUBJECT: 2009 RCRRRA Supplemental Budget

Regional Railroad Authority – Authorized Signature	Date
	7-25-08

Budgeting & Accounting – Authorized Signature	Date
	7-28-08

County Attorney – Authorized Signature	Date
	7/30/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

Department Summary



Timothy Mayasich, Director

6560 RCGC-West

651-266-2760

DEPARTMENT MISSION

REGIONAL RAILROAD AUTHORITY

Providing effective and efficient transit alternatives for Ramsey County and surrounding regions.

PROGRAMS / SERVICES

Ramsey County Regional Railroad Authority is comprised of the seven elected Ramsey County Commissioners.

The Ramsey County Regional Railroad Authority recognizes the importance of transit to the mobility of people in the county and its importance in maintaining a strong economy in the county. For those reasons, the Railroad Authority plans, advocates, designs, communicates, educates, coordinates, implements, operates, preserves and funds transit options in Ramsey County.

The Ramsey County Regional Railroad Authority performs its activities because of the needs for mobility, to improve transportation affordability, to mitigate traffic congestion, to enhance environmental quality and because the economic health of the county depends on accessibility to jobs, services and recreation.

CRITICAL SUCCESS INDICATORS

A variety of safe and effective transportation options benefit the community.

CRITICAL SUCCESS INDICATOR & PERFORMANCE MEASURES**REGIONAL RAIL AUTHORITY**

A variety of safe and effective transportation options benefit the community.

PERFORMANCE MEASURES – HIGHLIGHTS

The Railroad Authority is creating a multi-modal transit hub at the historic Union Depot concourse. A purchase agreement with the United States Postal Service (USPS) for the purchase of the concourse area was completed in April of 2008. Conceptual engineering and an environmental assessment are being carried out. Possession of the property is expected by the end of 2010 and the first phase of the project will open in 2011-12. A purchase agreement has been reached with the Saint Paul Housing Redevelopment Authority to purchase the portion of the train deck not owned by the USPS. That purchase will be completed in the summer of 2008.

The Railroad Authority completed an Alternatives Analysis/Draft Environmental Impact Statement for the Central Corridor light rail project in 2006. The Federal Transit Administration approved the project for preliminary engineering in December 2006. Preliminary engineering is being conducted by the Metropolitan Council with the cooperation of the Railroad Authority and other project partners. It will be completed in early 2009 and the project will enter final design.

Recent Railroad Authority performance continues to be consistent with the long-term funding strategy adopted by the Railroad Authority in 2005.

The 2008 Legislature authorized the metro area counties to create a County Transit Improvements Board (CTIB). Ramsey County is one of five counties participating in this organization. CTIB will provide funding for transitway capital improvements and operations.

PERFORMANCE MEASURES

		2005	2006	2007	2008	2009
#	Performance Measures	Actual	Actual	Actual	Estimate	Estimate
1	Purchase agreement executed				4/08	
2	Depot Preliminary engineering				11/08	
3	Concourse renovation begins					10/1/09
4	Central Corridor authorized for preliminary engineering		12/13/06			
5	Central Corridor authorized for final design				12/31/08	
6	Corridor Planning				On-going	
7	Acquire Right-of-way	5/05 \$5.28 M			8/08 \$3.62 M	

PERFORMANCE MEASURES - DISCUSSION

1. The Union Depot Multi-modal Transit Hub will become the heart of future transportation in the east metro. In its first phase, the Concourse will serve Amtrak, regional and inter-city buses, and the Central Corridor light rail line.
2. Depot Preliminary engineering work will begin in the fall of 2008.
3. In late 2009, renovation of the Depot concourse will begin.
4. The Central Corridor light rail project received authorization from the Federal Transit Administration to conduct preliminary engineering. The work is being conducted by the Metropolitan Council with funding from Ramsey and Hennepin counties, state bonding, and the federal government. Completion is expected in early 2009. The Railroad Authority will monitor project development to make certain that the project meets the needs of the public.
5. The project should begin final design in early 2009 and construction in 2010.
6. Corridor planning work will continue on Red Rock, Rush Line, Robert Street, I-94, and other projects to provide improved transit options for citizens.
7. Railroad right-of-way that may be needed for future transportation corridors may be acquired, if available.

Department Summary



2009 Supplemental Budget

CHANGES TO 2009 APPROVED BUDGET

Regional Railroad Authority

	2009 FTEs	2009 Budget	2009 Financing	2009 Levy
2009 Budget as Approved	10.6	36,023,253	16,475,400	19,547,853
<u>Changes Previously Approved by County Board</u>				
1 None				
2				
3				
2009 Approved as Adjusted by County Board	10.60	36,023,253	16,475,400	19,547,853
<u>Budget Addenda Recommended to Adjusted 2009 Approved Budget</u>				
1 None				-
2				-
3				-
2009 Budget as Recommended	10.60	36,023,253	16,475,400	19,547,853

Department Summary

*Corrected
page*



2009 Supplemental Budget

CHANGES TO 2009 APPROVED BUDGET

Regional Railroad Authority

	2009 FTEs	2009 Budget	2009 Financing	Use of/ (Increase) in RCRRA fund balance	2009 Levy
2009 Budget as Approved	10.6	32,708,558	16,475,400	(3,314,695)	19,547,853

Changes Previously Approved by County Board

1 None

2

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2009 Approved as Adjusted by County Board	10.60	32,708,558	16,475,400	(3,314,695)	19,547,853
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Budget Addenda Recommended to Adjusted 2009 Approved Budget

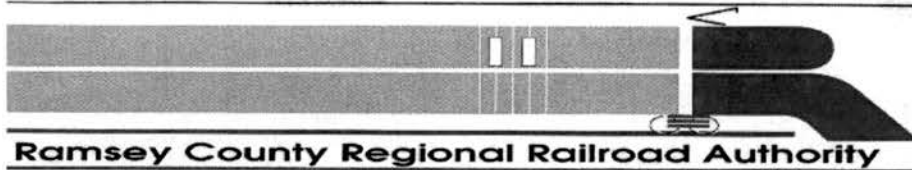
1 None

2

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2009 Budget as Recommended

10.60	32,708,558	16,475,400	(3,314,695)	19,547,853
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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

July 22, 2008

Immediately following the County Board Meeting
Council Chambers - Third Floor Court House

.....
ROLL CALL and Call to Order

AGENDA of the July 22, 2008 Board Meeting is presented for approval.

MINUTES of the June 24, 2008 Board Meeting is presented for approval.

ADMINISTRATIVE AGENDA

- 1) **Consent to Termination of Metro Transitways Development Board Joint Powers Agreement**
- 2) **Commitment of Ramsey County Regional Railroad Authority Local Share for the Central Corridor Light Rail Transit Project**
- 3) **Central Corridor Project Update – Mark Furhman or Designee**

ADJOURNMENT

Meeting Minutes

RAMSEY COUNTY RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on June 24, 2008, in Council Chambers, Third Floor Courthouse.

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

OTHERS PRESENT: David Twa, Tim Mayasich, Art Coulson, Julie Kleinschmidt, Mark Voerding, Sara Merz, David MacMillan, and Steve Morris.

Chair McDonough called the meeting to order at 10:47 AM

AGENDA

Commissioner Reinhardt moved approval of the Agenda of the June 24, 2008 Board Meeting, seconded by Commissioner Parker. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

MINUTES

Commissioner Reinhardt moved approval of the Minutes from the June 3, 2008 Board Meeting, seconded by Commissioner Parker. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

1. Ratify Partial Payments Nos. 5 and 6 to URS Corporation (R08-25)

Commissioner Parker moved approval of the ratification of partial payments nos. 5 and 6 to URS Corporation, 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 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 April 11, 2008; 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. 3328681, Partial Payment No. 5, in the amount of \$177,048.98 and Invoice No. 3363354, Partial Payment No. 6, in the amount of

\$87,726.42 attachments thereto, provide the correct documentation of payments due URS Corporation through April 11, 2008; Now, Therefore Be It

RESOLVED, Payment to URS Corporation in the amount of \$264,775.40 for services rendered from November 10, 2007 through April 11, 2008, is hereby ratified.

2. Approve Third Amendment to the Professional Services Agreement with Lockridge Grindal Nauen PLLP for Federal Lobbying Services (R08-26)

Commissioner Parker moved approval of the Third Amendment to the Professional Services Agreement with Lockridge Grindal Nauen PLLP for Federal Lobbying Services, seconded by Commissioner Reinhardt. Commissioner Rettman expressed her concern that the contract is extended on a yearly basis, adding that according to policy, it may be time to send it out for bid again. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, McDonough – 7. Nays – Rettman - 1. Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted with Lockridge Grindal Nauen P.L.L.P. for federal lobbying services; and

WHEREAS, The contract with Lockridge Grindal Nauen P.L.L.P. expires on June 30, 2008; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes the County Manager to approve and execute the contract amendment with Lockridge Grindal Nauen P.L.L.P. through June 30, 2009, at a cost not to exceed \$32,619.39.

3. Authorize County Manager to contribute \$50,000 for start-up administrative expenses of the Counties Transit Improvement Board (CTIB) (R08-27)

Commissioner Parker moved approval authorizing the County Manager to contribute \$50,000 for start-up administrative expenses of the Counties Transit Improvement Board (CTIB), seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. Motion accepted.

WHEREAS, In February 2008, the Minnesota Legislature passed an Omnibus Transportation Funding Bill that allows for the development of a transit board in the seven-county metropolitan area focused on local needs and the creation of a dedicated source of revenue for the construction and operation of transit projects; and

WHEREAS, The Counties of Anoka, Dakota, Hennepin, Ramsey, and Washington approved a Joint Powers Agreement, establishing the Counties Transit Improvement Board (CTIB); and

WHEREAS, CTIB adopted Article VI, Section 2A, of the Joint Powers Agreement, which requires that each member County contribute \$50,000 for the start-up administrative expenses of CTIB; and

WHEREAS, Reimbursements of these initial costs will be given upon availability and receipt of sales tax proceeds by the CTIB; and

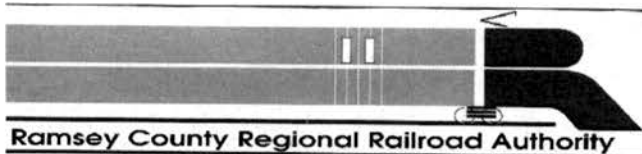
WHEREAS, Hennepin County has requested \$50,000 from the Ramsey County Regional Railroad Authority for its contribution for the start-up administrative expenses of CTIB; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the County Manager to contribute \$50,000 for its share of the start-up administrative expenses of CTIB.

4. **Other**

Commissioner Rettman requested that Tim Mayasich to provide Commissioners with the timeline for the SDEIS process to ensure all deadline dates are placed on their calendars. Chair McDonough responded yes, adding that the exact date for the application to be sent has not been determined, but will likely be early September, possibly late August. Commissioner Rettman inquired if there were timelines to meet in between. Chair McDonough responded yes.

The meeting adjourned at 10:50 AM.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 07/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Consent to Termination of Metro Transitways Development Board Joint Powers Agreement

EXECUTIVE SUMMARY

The seven metropolitan area regional railroad authorities of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington form the Metro Transitways Development Board (f/k/a Metropolitan Light Rail Transit Joint Powers Board) (MTDB) for the purpose of coordinating the seven counties' member bodies in light rail transit-related policy development, planning and legislation.

The MTDB's vision encompassed a seamless multi-model transportation system, including roadway improvements, better bus service and a system of transitways (light rail transit, commuter rail and bus rapid transit).

The counties of Anoka, Dakota, Hennepin, Ramsey, and Washington, as authorized by the Laws of Minnesota 2008, have formed the Counties Transit Improvement Board (CTIB) for the purpose of enabling them to impose the sales and use tax and motor vehicle excise tax as provided in such laws, to fund transportation improvements and to receive and distribute funding for transportation improvements in the geographic area of said counties. The CTIB is committed to the planning, development, implementation, and funding of a system of transitways to better serve the residents and businesses of the Twin Cities Metropolitan Area and to efficiently move people and goods throughout the region.

The purposes and vision of the MTDB overlaps with the purposes and vision of the CTIB and there is no need for two joint powers boards in the Twin Cities Metropolitan Area with such overlapping purposes and functions. The MTDB desires that the MTDB Joint Powers Agreement terminate effective September 30, 2008, provided that at least four (4) of the member Regional Railroad Authorities, by resolution, consent to such termination.

A final report of the MTDB activities and affairs will be prepared for consideration by the MTDB at its meeting on August 20, 2008.

SUBJECT: Consent to Termination of Metro Transitways Development Board Joint Powers Agreement

ACTION REQUESTED

That the Ramsey County Regional Railroad Authority hereby consent to the termination of the Metropolitan Light Rail Transit Joint Powers Agreement.

ATTACHMENTS:

- 1) Draft Resolution

PREVIOUS ACTION:

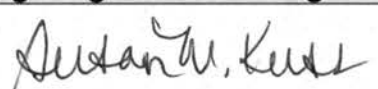
None

COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Consent to Termination of Metro Transitways Development Board Joint Powers Agreement

Regional Railroad Authority – Authorized Signature	Date
	7/15/08

Budgeting & Accounting – Authorized Signature	Date
	7/14/08

County Attorney – Authorized Signature	Date
	7/14/08

Other– Authorized Signature	Date

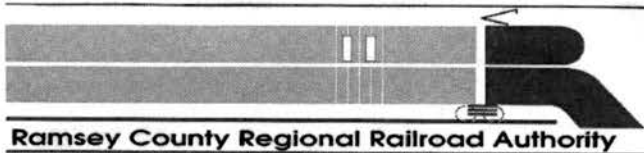
Other– Authorized Signature	Date

Other – Authorized Signature	Date

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DRAFT RESOLUTION

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**Consent to Termination of Metro Transitways Development Board
Joint Powers Agreement**

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REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 07/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT Commitment of Ramsey County Regional Railroad Authority Local Share for the Central Corridor Light Rail Transit Project

EXECUTIVE SUMMARY

By September 5, 2008 the Metropolitan Council will submit a request to enter Final Design to the Federal Transit Administration (FTA). Part of that request will be a financial plan for the project. The FTA ranking system requires that at least 50% of the non-federal share be committed or budgeted before a project will be approved for final design. To receive the highest ranking in the funding category, all of the non-federal share must be committed.

Actions by the 2008 legislature allowed creation of the Counties Transit Improvement Board (CTIB) to fund transitways and reduced the Ramsey and Hennepin Regional Railroad Authorities' share of Central Corridor capital costs from 17% to a cap of 10%. The RCRRA share is reduced from 11.6% to 7%. The current budget is \$892 million. It will be adjusted as engineering progresses. The proposed action would commit the Ramsey County Regional Railroad Authority's 7% share with a cap of \$63 million. That commitment would support a total project budget of \$900 million. An agreement that specifies the timing of payments will be developed to reflect the timing of Federal, State, CTIB, and other project revenues and expenses. That agreement will be returned to the Railroad Authority Board for its consideration.

ACTION REQUESTED

1. That the Ramsey County Regional Railroad Authority commit up to seven percent of the capital costs for the Central Corridor Light Rail Project, not to exceed \$63 million.
2. That staff be authorized to negotiate an agreement with the Metropolitan Council to identify cash flow requirements for the project for consideration by the Authority.
3. That an additional one-year commitment of up to \$4.31 million be made to bring the non-federal share commitment to 100%.

SUBJECT: Commitment of Ramsey County Regional Railroad Authority Local Share for the Central Corridor Light Rail Transit Project

ADDITIONAL BACKGROUND

Preliminary engineering for the project began in 2007. The project schedule calls for final design in 2009 and construction to begin in 2010. The light rail line would open in 2014. In order to receive FTA permission to begin final design in early 2009, an updated submission of project information and a request to enter final design must be submitted by the Metropolitan Council by September 5, 2008.

In 2007, the RCRRA committed up to \$17 million to fund preliminary engineering (PE). State and Federal funding have been adequate to support the PE effort to date, but RCRRA funds will begin to be used in late 2008. The proposed resolution would increase the RCRRA commitment to a maximum of \$63 million. Contributions to the project budget would be as follows:

RCRRA	7%
HCRRA	3%
CTIB	30%
State	10%
FTA	50%

The state 10% of the current \$892 million project budget is \$89.2 million. A small gap remains in the effort to reach the 100% non-federal funding commitment because the state has committed \$83.05 million. This gap in the commitment needs to be addressed in order to receive the highest project ranking. State law allows a one-year Railroad Authority commitment above the 10% cap.

ATTACHMENTS:

- 1) Draft Resolution

PREVIOUS ACTION:

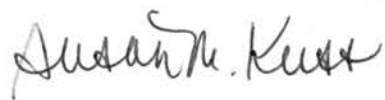
1. Issued a Draft Environmental Impact Statement on the project in June, 2006.
2. Approved a Memorandum of Understanding with the Metropolitan Council in 2006 for project funding.
3. Approved a preliminary engineering funding agreement with the Metropolitan Council in 2007.

COUNTY MANAGER'S COMMENTS:

The County Manager recommends approval of this request.

SUBJECT: Commitment of Ramsey County Regional Railroad Authority Local Share for the Central Corridor Light Rail Transit Project

Regional Railroad Authority – Authorized Signature	Date
	7-16-08

Budgeting & Accounting – Authorized Signature	Date
	7-16-08

County Attorney – Authorized Signature	Date
	7-16-08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date

DRAFT RESOLUTION

Commitment of Ramsey County Regional Railroad Authority Local Share for the Central Corridor Light Rail Transit Project

WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance the Central Corridor and other transit projects that benefit the citizens of Ramsey County; and

WHEREAS, The Metropolitan Council is responsible for delivering the project according to Federal Transit Administration (FTA) and local project partners' requirements; and

WHEREAS, Commitments for non-federal funding need to be in place before the Metropolitan Council submits a request to enter final design to FTA on September 5, 2008; and

WHEREAS, Legislative action in 2008 capped the Railroad Authority contribution to rail projects at ten percent; and

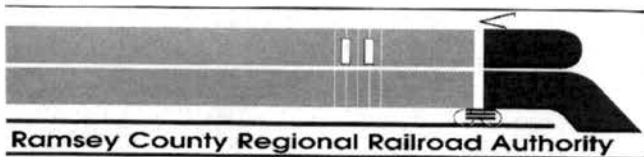
WHEREAS, Legislative action in 2008 allowed for a one-year Railroad Authority commitment above the 10% cap; and

WHEREAS, The Ramsey County Regional Railroad Authority's share of the Central Corridor Light Rail Project is seven percent based on mileage of the line.

NOW, THEREFORE, BE IT RESOLVED, That the Ramsey County Regional Railroad Authority commits seven percent of the capital costs for the Central Corridor Light Rail Project, not to exceed \$63,000,000; and

BE IT FURTHER RESOLVED, That the Ramsey County Regional Railroad Authority commits up to \$4,310,000 for not longer than one year; and

BE IT FURTHER RESOLVED, That staff be authorized to negotiate an agreement with the Metropolitan Council to identify cash flow requirements for the project for consideration by the Authority.



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REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 07/22/08

Regional Railroad Authority Meeting Date: _____

SUBJECT: Central Corridor Project Update

EXECUTIVE SUMMARY

Mark Furhman, Central Corridor Project Director, or his designee will update Commissioners on the current status of the Central Corridor project.

SUBJECT: Central Corridor Project Update

ACTION REQUESTED

Discussion only to provide Commissioners a status report on the various activities that have been occurring regarding the Central Corridor project.

ATTACHMENTS:

None

PREVIOUS ACTION:

None

COUNTY MANAGER'S COMMENTS:

SUBJECT: Central Corridor Project Update

Regional Railroad Authority – Authorized Signature	Date
	7/15/08

Budgeting & Accounting – Authorized Signature	Date
	7/14/08

County Attorney – Authorized Signature	Date
	7/14/08

Other– Authorized Signature	Date

Other– Authorized Signature	Date

Other – Authorized Signature	Date