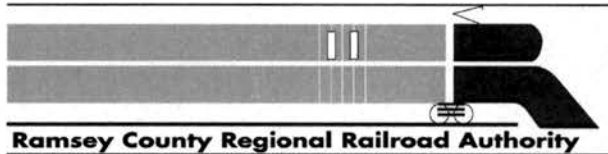




Ramsey County Regional Railroad Authority.
Records.

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

REGIONAL RAILROAD AUTHORITY MEETING

July 26, 2011

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

.....
ROLL CALL and Call to Order

AGENDA of the July 26, 2011 Regional Railroad Authority Meeting is presented for approval.

MINUTES of the June 28, 2011 Regional Railroad Authority Meeting is presented for approval.

ADMINISTRATIVE AGENDA

1. **Granting a permanent sidewalk easement at the Union Depot to the City of Saint Paul for the Central Corridor Light Rail Transit Project**

Board Action Requested:

- 1) Approve an easement for the City of Saint Paul at the Union Depot for the Central Corridor Light Rail Transit Project.
- 2) Authorize the Chair to execute the easement.

2. **Joint Powers Agreement with Dakota County Regional Railroad Authority for Robert Street Transitway Alternatives Analysis Study**

Board Action Requested:

- 1) Approve the Robert Street Corridor Joint Powers Agreement.
- 2) Authorize the Chair to execute the Robert Street Joint Powers Agreement.
- 3) Authorize a payment in an amount not to exceed \$147,500 for the Ramsey County Regional Railroad Authority's share of the cost of the Alternatives Analysis Study.
- 4) Authorize the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

POLICY AGENDA

3. **Presentation of the 2012-2013 Ramsey County Regional Railroad Authority Budget**

Board Action Requested:

None. For information only.

CORRIDOR UPDATES

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 28, 2011

The Ramsey County Regional Railroad Authority met with the following members present: Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Absent: 0. Also present was Julie Kleinschmidt, County Manager and David MacMillan, Assistant County Attorney, Ramsey County Attorney's Office.

Chair McDonough called the meeting to order at 10:53 AM.

AGENDA

Commissioner Parker moved approval of the Agenda of the June 28, 2011 Board Meeting, seconded by Commissioner Rettman. Roll Call: Ayes – Reinhardt, Rettman, Bennett, Carter, Ortega, Parker, McDonough – 7. Nays – 0.

MINUTES

Commissioner Bennett moved approval of the Minutes of the June 21, 2011 Board Meeting, seconded by Commissioner Carter. Roll Call: Ayes – Reinhardt, Rettman, Bennett, Carter, Ortega, Parker, McDonough – 7. Nays – 0.

1. Request for local match by the City of St. Paul for a Streetcar Feasibility Plan

Commissioner Ortega moved approval of the following resolution, seconded by Commissioner Carter.

Commissioner Parker asked how this project relates to the County and if her district would have any benefit from it. Does the study have a countywide or citywide scope?

Nancy Homans, Office of Mayor Chris Coleman, clarified that the scope of the study is citywide. However, in comparing this study to the Minneapolis Streetcar Feasibility Study, it was learned that Metro Transit was interested in potential streetcar alignments through the city so that Metro Transit could take their suburban line and convert it into an express bus service into the city, saving on operating dollars. Therefore, the City of St. Paul would do this study in the context of the East Metro region but potentially connect with Minneapolis, Metro Transit in that it could possibly enhance their service in the suburban communities.

Commissioner Parker said she will not support this.

Commissioner Rettman asked that the board receive a copy of the grant. She asked if the Ramsey County Regional Railroad Authority (RCRRA) would be financially responsible for operations, maintenance, etc, if the City is awarded the grant for the Streetcar Feasibility Plan; she asked if the plan would be funded by the transit system if it is done; she asked about the alignment and if the RCRRA would be committed to further funding of the plan.

Ms. Homans said she would make the grant available to the board. She clarified that it is a \$200,000 application to the federal government for a planning grant, which does not commit any entity to building or operating anything in the future. The application has a \$50,000 required match; the City will pay for one third of the match and is asking for one third each from the Central Corridor Funders Collaborative and the RCRRA. The purpose is to plan. There are no alignments selected or preferred and the idea is to study the various alignments and to enhance transit service in the city. The point of the plan is to begin to raise and answer many of the questions that have been brought up here.

Chair McDonough added that this does not commit the RCRRA to anything more than the grant application.

Commissioner Reinhardt said she will support this. There is a potential for countywide benefit, but not everything we do affects every community equally across Ramsey County. The main reason she feels this is important is that we do need to look at alternatives. To do this planning to see if this is a viable option does have a benefit to all of Ramsey County if you look at it as an overall system.

Commissioner Carter said she will be supporting this because it is important for us to take leadership and collaborate with our cities.

Commissioner Ortega said he supports this, but also supports Commissioner Parker's point of view in that we aren't thinking regionally if we are leaving cities out.

Commissioner Rettman added that the corridors are based on a system and all of our investments have been to have a coordinated band, and she doesn't want us to lose focus of where we need to be.

Roll Call: Ayes – Reinhardt, Bennett, Carter, Ortega, McDonough – 5. Nays – Rettman, Parker – 2.
(R11-21)

WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance transit projects like the Central Corridor Light Rail Transit corridor, The Union Depot Multi-Modal Transit and Transportation Hub (Depot), and other transit projects to the benefit of the citizens of Ramsey County; and

WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance the Central Corridor and other transit projects and promote economic development opportunities that benefit the citizens of Ramsey County; and

WHEREAS, The City of Saint Paul plans to submit an application for \$200,000 to complete a Streetcar Feasibility Plan; and

WHEREAS, The goal of the feasibility study is to develop a set of prioritized citywide streetcar investments that are physically viable, offer the greatest potential for improving local circulation, support economic development and complement existing and planned regional transportation systems; and

WHEREAS, The application for funding requires a local match of \$50,000; and

WHEREAS, The City of Saint Paul has formally requested that the Ramsey County Regional Railroad Authority actively participate in the study and commit up to \$16,500 towards the local match; and

WHEREAS, The financial commitment by the Ramsey County Regional Railroad Authority would be contingent upon Saint Paul being awarded the grant; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority approves the financial commitment of up to \$16,500 towards a Saint Paul Streetcar Feasibility Study; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Authorizes the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

2. Potential State Government Shutdown

Commissioner Rettman moved approval of the following resolution, seconded by Commissioner Reinhardt.
Roll Call: Ayes – Reinhardt, Rettman, Bennett, Carter, Ortega, Parker, McDonough – 7. Nays – 0.
(R11-22)

WHEREAS, The Minnesota Legislature met in regular session from January 3 through May 23, 2011; and

WHEREAS, Despite this lengthy process, both bodies of the Legislature and the Governor have failed to produce a balanced State budget; and

WHEREAS, Because of the impasse in State government, the possibility exists that portions of the government of the State of Minnesota will shut down, beginning July 1, 2011, causing many valuable public services to be in jeopardy of being closed until the budget can be balanced, either by court order or an agreement of the parties; and

WHEREAS, This impending shutdown puts at serious risk the intergovernmental fiduciary partnership that exists between the State, Federal and local units of government; and

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has acquired the Union Depot, the Union Depot Head House, and adjacent property for the purpose of renovating and reconstructing the Depot and Head House to serve as a multi-modal transit hub to serve the metropolitan area and the State of Minnesota's present and future transit and transportation needs (the Project); and

WHEREAS, The RCRRA has received commitments from the State of Minnesota and the United States Government to provide funding for renovation and reconstruction activities associated with the Project; and

WHEREAS, The RCRRA has committed its own property tax levy funds to acquire the properties and to contribute to the renovation and reconstruction costs; and

WHEREAS, In reliance on the commitments from the State and Federal governments, the RCRRA has entered into a design and construction contract in the amount of \$148,753,916.00 for the Project; and

WHEREAS, The RCRRA's contractor has begun work on the Project and incurred costs and expenses in connection with the project; and

WHEREAS, The financial contributions from the State and Federal Governments are necessary to cash flow the Project to pay the contractor for work and expenses; and

WHEREAS, Without the financial contribution from the State and Federal Governments, it may be necessary to temporarily suspend the work on the project, with resulting loss of jobs and delays in the completion of the Project which will increase the costs of the Projects; and

WHEREAS, The added costs and loss of jobs caused by a temporary shutdown of the Project represent an added cost to the property tax payers of Ramsey County and must be avoided; Now, Therefore Be It

RESOLVED, The RCRRA hereby calls on the Governor and members of both the Minnesota House and Minnesota Senate to resolve their public policy, ideological and financial disagreements, and produce a balanced State budget before July 1, 2011, so that a shutdown of State government can be averted; and Be It Further

RESOLVED, The RCRRA authorizes RCRRA representatives to work with the members of the Ramsey County Legislative delegation to achieve this outcome; and Be It Further

RESOLVED, The RCRRA authorizes the Chair of the RCRRA to sign Affidavits in support of petitions filed for temporary funding of core functions of the State of Minnesota and to file a petition on behalf of RCRRA; and Be It Further

RESOLVED, The RCRRA directs that this issue will be brought back to the RCRRA for discussion and possible action at each of its meetings until the issue is resolved at the State level.

3. Authorization to borrow funds from the Ramsey County General Fund during the State Shutdown

Commissioner Ortega moved approval of the following resolution, seconded by Commissioner Carter. Roll Call: Ayes – Reinhardt, Rettman, Bennett, Carter, Ortega, Parker, McDonough – 7. Nays – 0. (R11-23)

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) was organized in April, 1987, as a political subdivision of the State of Minnesota, under the provisions of Minnesota Statutes 1986 Chapter 398A, by Resolution of the Board of Commissioners of the County of Ramsey (the County); and

WHEREAS, In 2010 the RCRRA acquired title to and possession of the St. Paul Union Depot (the Depot) from the United States Postal Service; and

WHEREAS, In 2009 the RCRRA acquired title to and possession of the St. Paul Union Depot Head House; and

WHEREAS, The RCRRA has received funds and commitments for funds from the United States Government, the State of Minnesota, and has committed its own funds for the renovation and reconstruction of the Depot and the Head House into a multi-modal transit hub serving light rail transit, passenger rail service, high speed rail, buses, and other transit modes for the metropolitan transit system (the Project); and

WHEREAS, In 2010 the RCRRA entered into design and construction contracts for the Project totaling \$148,753,916; and

WHEREAS, It is estimated that the Project is providing daily employment for approximately 150 persons; and

WHEREAS, The Project is currently under construction and significant demolition of structure has taken place and continues to occur; and

WHEREAS, The funds from the United States government to be paid for the Project will be paid on a reimbursement basis only; and

WHEREAS, The funds from the State of Minnesota to be paid for the Project will be paid on a reimbursement basis; and

WHEREAS, On or about May 23, 2011, the Minnesota Legislature adjourned and the Governor of the State has vetoed the appropriation bills which were to provide funding for State government departments for the fiscal year beginning July 1, 2011; and

WHEREAS, Absent an approved appropriation from the Legislature, effective July 1, 2011, Minnesota State departments will be required to cease all but the most essential operations; and

WHEREAS, On June 7, 2011, the State Department of Administration advised the RCRRA and other contractors, vendees and grantees that in the absence of legislative action, it would be necessary to suspend all work and performance on state-funded contracts effective July 1, 2011; and

WHEREAS, The reason for suspension of work activity with respect to the Project is that the State will not have staff available to process reimbursement payments to the RCRRA, and as a result the RCRRA will have insufficient cash to pay its Project contractors; and

WHEREAS, In addition to loss of jobs caused by the temporary shutdown of the Project, the following Project activities will cause the RCRRA to accrue additional financial costs to be incurred by Ramsey County tax payers:

- Costs of delay are not eligible for federal funding and will be paid by the local property tax payer.
- Almost 100 contracts are in place with contractors, subcontractors, and suppliers.
- Approximately twenty disadvantaged businesses enterprises (DBE's) are working on the Project. These are typically smaller firms, less able to withstand erratic start/stop conditions.
- A lengthy shutdown threatens the Project's scheduled completion date.
- A critical phase of the construction project is scheduled to begin July 1, 2011, and be completed by October 31, 2011.
- Bridge reconstruction of the railroad viaduct over Sibley Street at Warner Road has closed the street entirely. Half of the existing viaduct has been removed and needs to be put back in place. It is scheduled for completion by August 1, 2011 so that new track can be laid for Amtrak service (Sibley Street is a primary arterial access to the City of St. Paul off of Warner Road).

- New Xcel electrical service and District Energy heating/cooling utilities are scheduled to be installed in July 2011 while Sibley Street is closed.
- Also in the area of Sibley Street, new water, sanitary sewer and storm sewer services are being relocated to serve the property and must be also completed prior to August 1, 2011 in order to repave the street.
- A material delay will force significant work to be done under winter conditions.
- A material delay will cause RCRRA to incur significant costs to demobilize and remobilize approximately thirty-five separate contractors.
- The RCRRA will need to reopen negotiations with its tenants to extend the timing and compensation of the planned shutdown period.
- The RCRRA must give M.A. Mortenson a 10-day written notice to terminate the project, as no provision to suspend the project exists within the contract.
- The RCRRA will engage State certified private inspectors to replace State employees to ensure ongoing compliance with approved plans and specifications.

and

WHEREAS, If it is determined that the RCRRA can avoid a shutdown of the Project and the resulting layoff of workers, loss of jobs, and other expenses resulting from such shutdown, the RCRRA will continue to fund the project with RCRRA levy dollars, and

WHEREAS, In the event the RCRRA has depleted its ability to fund the Project, it will need to request cash loans from the County of Ramsey that will meet cash obligations and expenditures; and

WHEREAS, The County has sufficient cash reserves to lend to the RCRRA money to provide cash flow loans to keep the Project active; and

WHEREAS, The amounts and timing of such loans is at present not known with certainty, and

WHEREAS, Minn. Stat. §398A.06, subd. 2, authorizes the County to lend money to the RCRRA; Now, Therefore be it

RESOLVED, The Ramsey County Regional Railroad Authority authorizes its Director to borrow funds from the County of Ramsey from time to time and as needed for cash flow for the Ramsey County Regional Railroad Authority's Union Depot Renovation Project; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority approves that the loan of such funds shall be subject to the following terms:

1. Repayment shall be made upon receipt of federal and state funds.
2. Interest shall be paid by the RCRRA at the current federal funds rate; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority approves that loan shall be evidenced by a Memorandum of Understanding in substantially the form attached hereto; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair to execute the Memorandum of Understanding on behalf of the Ramsey County Regional Rail Authority; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Director of the Ramsey County Regional Railroad Authority to request periodic loans from the County of Ramsey as needed to continue cash flow for the Project on behalf of the Ramsey County Regional Railroad Authority.

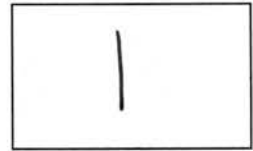
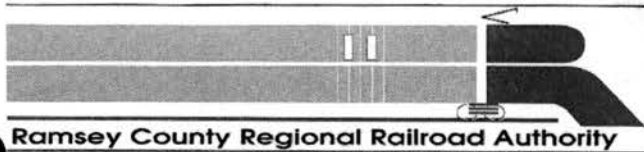
CORRIDOR UPDATES

- Central Corridor
Commissioner Carter reported that the business funds are available for the Central Corridor. These funds are being managed by the city in cooperation of neighborhood organizations. She said she

believes business can access information on the city's website and encourages them to apply for funds as needed.

ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned at 11:10 AM.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **07/26/11**

Regional Railroad Authority Meeting Date:

SUBJECT: Granting a permanent sidewalk easement at the Union Depot to the City of Saint Paul for the Central Corridor Light Rail Transit Project

EXECUTIVE SUMMARY

The Central Corridor light rail transit (CCLRT) line will begin at the station in front of Union Depot. The station platform will require the existing sidewalk on Fourth Street to be relocated to the south. This relocation results in the need for a 10.5 foot permanent easement to the City of Saint Paul for the new sidewalk along the south side of Fourth Street. The sidewalk will be built as part of the CCLRT project by the Metropolitan Council.

The attached easement provides a 10.5 foot wide strip along the station platform for the relocated sidewalk.

ACTION REQUESTED

1. Approve an easement for the City of Saint Paul at the Union Depot for the Central Corridor Light Rail Transit Project.
2. Authorize the Chair to execute the easement.

SUBJECT: Granting a permanent sidewalk easement at the Union Depot to the City of Saint Paul for the Central Corridor Light Rail Transit Project

ATTACHMENTS:

Easement for Transportation Purposes

PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

This easement is needed to allow the Central Corridor project to construct a new sidewalk adjacent to the Union Depot light rail station.

SUBJECT: Granting a permanent sidewalk easement at the Union Depot to the City of Saint Paul for the Central Corridor Light Rail Transit Project

Regional Railroad Authority – Authorized Signature	Date
	7/19/11

Budgeting & Accounting – Authorized Signature	Date
	7/19/11

County Attorney – Authorized Signature	Date
	7/20/11

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Granting a permanent sidewalk easement at the Union Depot to the City of Saint Paul for the Central Corridor Light Rail Transit Project

Draft Resolution

1 WHEREAS, The beginning of the Central Corridor light rail transit line will be the station in
2 front of the Union Depot, and
3

4 WHEREAS, The Central Corridor project will construct a new sidewalk adjacent to the
5 station platform on Union Depot property, and
6

7 WHEREAS, A 10.5 foot wide permanent easement to the City of Saint Paul is required on
8 the Union Depot property; Now, Therefore, Be It
9

10 RESOLVED, The Ramsey County Regional Railroad Authority approves an easement for
11 the City of Saint Paul at the Union Depot for the Central Corridor Light Rail Transit Project; and Be
12 It Further
13

14 RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair to
15 execute the easement.

Attachment

(Space Above for Recorder/Registrar Use)

DEDICATION OF EASEMENT FOR TRANSPORTATION PURPOSES

The Ramsey County Regional Railroad Authority, a political subdivision of the State of Minnesota, as Grantor, for good and valuable consideration, to them in hand paid and the receipt of which is hereby acknowledged, does hereby grant, bargain, sell and quitclaim to the **City of Saint Paul**, a municipal corporation of the State of Minnesota, its successors, and assigns, as Grantee, a permanent easement for right-of-way purposes on, over, under and across the following tract of land being in the County of Ramsey, State of Minnesota, described as follows:

That part of Tract A described below:

Tract A. Lot 1, Block 1, St. Paul Union Depot, according to the plat thereof on file and of record in the office of the Registrar of Titles in and for Ramsey County, Minnesota; the title thereto being registered as evidenced by Certificate of Title No. 575964;

which lies within a distance of 10.5 feet southeasterly (measured at right angles) of the northwesterly line of said Lot 1;

To have and to hold the same forever.

It is intended and agreed that this agreement shall be a covenant running with the land and shall be binding to the fullest extent of the law and equity for the benefit of the public. It is further intended and agreed that this agreement and covenant shall remain in effect without limitation as to time.

IN TESTIMONY WHEREOF, Grantor(s), _____,
a _____ under the laws of _____, has(ve)
caused this deed to be executed in its corporate name by its duly authorized officers, and attested
to this _____ day of _____, 2011.

**Ramsey County Regional Railroad Authority
Grantor**

By _____
Its _____

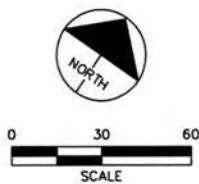
STATE OF MINNESOTA }
COUNTY OF RAMSEY } ss

The foregoing was acknowledged before me this _____ day of _____, 2011
by _____
the _____
of _____

This Instrument was drafted by:

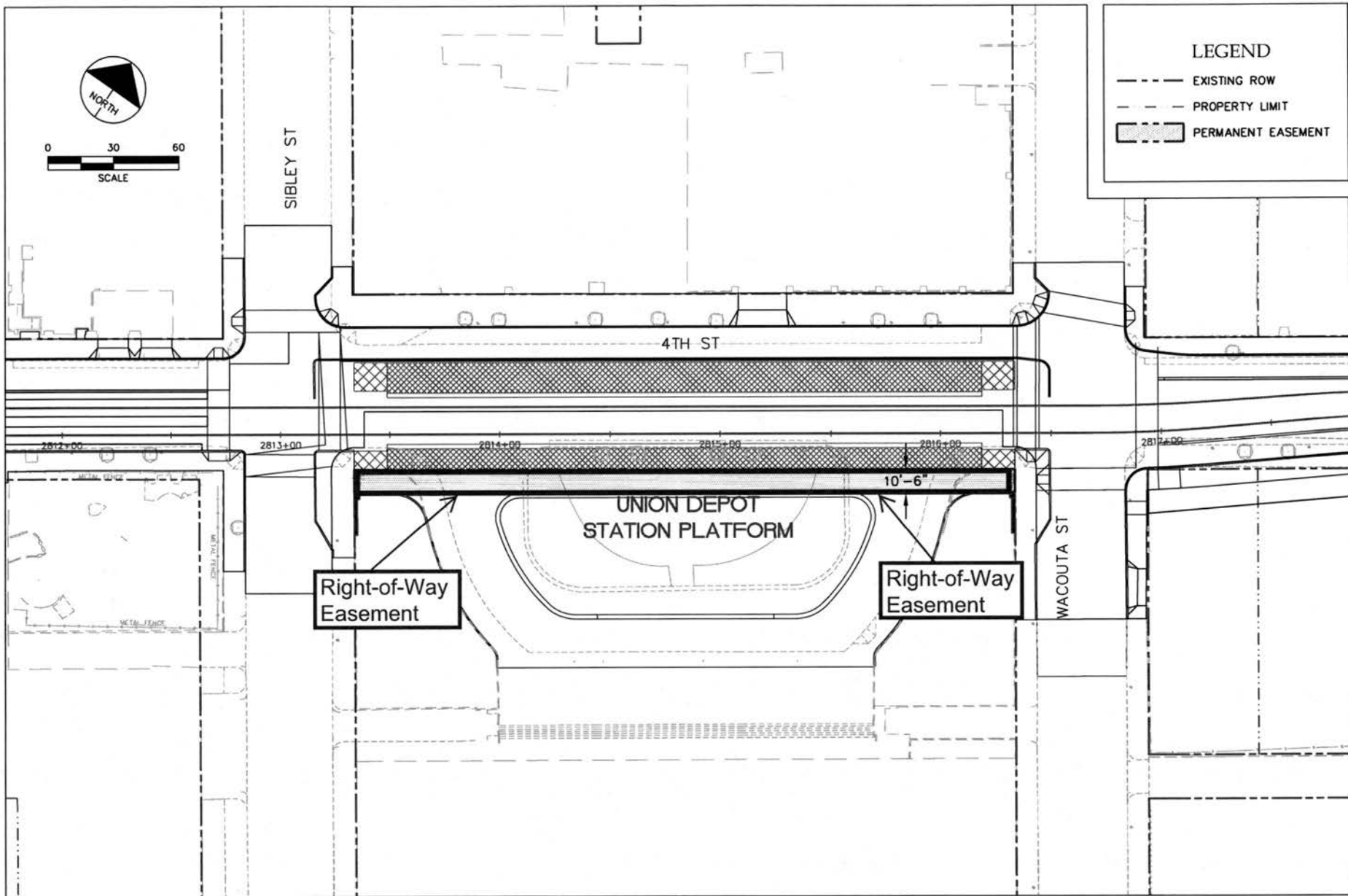
City of Saint Paul
Office of Financial Services – Real Estate Section
25 W. 4th St., Rm. 1000
St. Paul, MN 55102

6



LEGEND

- EXISTING ROW
- - - PROPERTY LIMIT
- ▨ PERMANENT EASEMENT



Central Corridor
Light Rail Transit



Central Corridor Light Rail Transit 4th St- Union Depot

AECOM

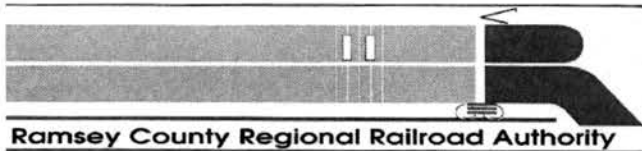


Kimley-Horn
and Associates, Inc.



RANI
engineering

7



2

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **07/26/2011**

Regional Railroad Authority Meeting Date:

SUBJECT: Robert Street Corridor Joint Powers Agreement for Robert Street Transitway Alternatives Analysis Study

EXECUTIVE SUMMARY

The Robert Street Transitway Corridor stretches 14 miles from The Union Depot in downtown St. Paul to the City of Rosemount. The corridor includes portions of St. Paul (south of the Mississippi River), West St. Paul, Lilydale, South St. Paul, Sunfish Lake, Inver Grove Heights, and portions of Mendota, Mendota Heights, Rosemount and Eagan.

Significant growth is expected within the corridor over the next twenty years, including an estimated 30% increase in population and 40% increase in jobs by 2030. Traffic congestion is also expected to increase, with no highway expansion planned by the state on Highways 52, 149, 3, or 55.

In July 2010, the Dakota County Regional Railroad Authority (DCRRA) submitted an application to the Federal Transit Administration (FTA), under the Alternatives Analysis (AA) Program (49 U.S.C. 5339), to fund a federally compliant AA study of \$1.2 million. The primary objective of the FTA AA Program is to assist in financing the evaluation of all reasonable alternatives and general transit alignment options for identified transportation needs in a particular travel corridor. On March 1, 2011, the FTA awarded the DCRRA a grant of \$1.18 million to conduct a federally compliant AA Study for Robert Street Transitway. To access the federal funds, a 20% (\$295,000) match from non-federal sources is required. DCRRA is requesting the Ramsey County Regional Railroad Authority (RCRRA) to serve as co-project sponsor and contribute one-half of the 20% required match of \$147,500. Funds are available in the 2011 RCRRA operating budget. This AA will build up on the feasibility study that was completed in November 2008 that identified a number of bus and rail options for the Corridor.

(The Executive Summary is continued on the following page)

ACTION REQUESTED

1. Approve the Robert Street Corridor Joint Powers Agreement.
2. Authorize the Chair to execute the Robert Street Joint Powers Agreement.
3. Authorize a payment in an amount not to exceed \$147,500 for RCRRA's share of the cost of the Alternatives Analysis Study.
4. Authorize the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

(Executive summary continued)

To formalize the relationship between RCRRA and the DCRRA, a Joint Powers Agreement (JPA) for the Robert Street Transitway AA Study was developed for RCRRA's consideration. The JPA identifies the following key elements:

1. The Robert Street Transitway Study Area
2. The manner for which the RCRRA and DCRRA will lead the development of the AA Study;
3. How the RCRRA and DCRRA will work collaboratively to recommend a locally preferred alternative (LPA) to the Metropolitan Council;
4. The governance structure, which includes the creation of a Steering Committee, Technical Advisory Committee, Project Management Team and the recommended respective membership, roles and responsibilities; and
5. Termination, withdrawal, severability and consensus building-protocol option

The scope and term of the JPA is limited to the completion of the Alternatives Analysis Study which is expected to take approximately 18-24 months culminating in RCRRA and DCRRA recommending a LPA to the Metropolitan Council. Upon approval, the Metropolitan Council may include the LPA into the region's Transportation Policy Plan. Once the JPA has been executed by RCRRA and DCRRA, staff will work with both parties to develop a letter of participation for the Steering Committee, Technical Advisory and Project Management Team members. It is anticipated that a project kick-off meeting with the Technical and Steering Committees would occur in August 2011.

Commissioners Ortega and Bennett are identified as RCRRA's representatives to the Robert Street Corridor.

**SUBJECT: Robert Street Corridor Joint Powers Agreement for Robert Street Transitway
Alternatives Analysis Study**

ATTACHMENTS:

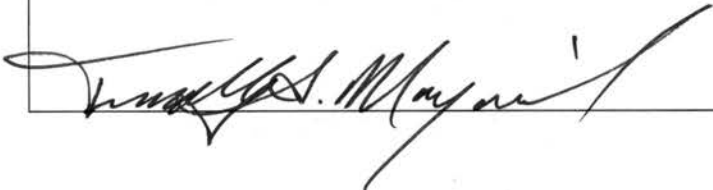
Robert Street Corridor Joint Powers Agreement

PREVIOUS ACTION:

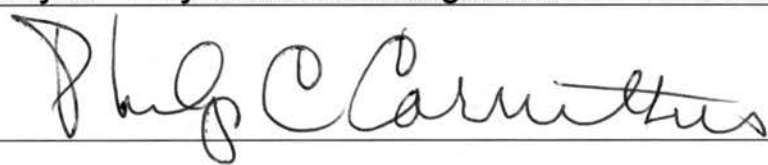
COUNTY MANAGER'S COMMENTS:

Ramsey County Regional Railroad Authority approval is required for Joint Powers Agreements.

**SUBJECT: Robert Street Corridor Joint Powers Agreement for Robert Street Transitway
Alternatives Analysis Study**

Regional Railroad Authority – Authorized Signature	Date
	7/19/11

Budgeting & Accounting – Authorized Signature	Date
	7/19/11

County Attorney – Authorized Signature	Date
	7/20/2011

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

**SUBJECT: Robert Street Corridor Joint Powers Agreement for Robert Street Transitway
Alternatives Analysis Study**

Draft Resolution

1 WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance
2 several transitway corridors to the benefit of the citizens of Ramsey County, including the Robert
3 Street Transitway; and

4
5 WHEREAS, The Robert Street Transitway Corridor stretches 14 miles from downtown St.
6 Paul to the City of Rosemount; and

7
8 WHEREAS, The Robert Street Transitway has significant transportation and land use
9 issues; and

10
11 WHEREAS, There are opportunities for a variety of multimodal transportation improvements
12 to the Robert Street Transitway, including light rail, bus rapid transit, multi-use trails and roadway
13 improvements; and

14
15 WHEREAS, The Dakota County Regional Railroad Authority submitted an application to the
16 Federal Transit Administration, under the Alternatives Analysis Program, for funding of an
17 Alternatives Analysis of \$1.2 million; and

18
19 WHEREAS, The purpose of an Alternatives Analysis Study is to conduct an evaluation of all
20 reasonable alternatives and general transit alignment options for identified transportation needs in
21 a particular travel corridor; and

22
23 WHEREAS, The Federal Transit Administration awarded Dakota County a grant of \$1.18
24 million to conduct a federally compliant Alternatives Analysis Study for the Robert Street Corridor;
25 and

26
27 WHEREAS, to access the federal funds, a 20% (\$295,000) match from non-federal sources
28 is required; and

29
30 WHEREAS, The Dakota County Regional Railroad Authority has requested the Ramsey
31 County Regional Railroad Authority to serve as co-sponsor in the completion of the study and
32 contribute one-half (\$147,500) of the required local match; and

33
34 WHEREAS, To formalize the relationship between Ramsey County Regional Railroad
35 Authority and the Dakota County Regional Railroad Authority, a Joint Powers Agreement for the
36 Robert Street Transitway Alternatives Analysis Study was developed for Ramsey County Regional
37 Railroad Authority's consideration; and

38
39 WHEREAS, The scope and term of the Joint Powers Agreement is limited to the completion
40 of the Alternatives Analysis study which is expected to take approximately 18-24 months,
41 culminating in the Dakota County Regional Railroad Authority and Ramsey County Regional
42 Railroad Authority recommending a locally preferred alternative to the Metropolitan Council. Now,
43 Therefore, Be It

45 RESOLVED, The Ramsey County Regional Railroad Authority hereby approves the Robert
46 Street Corridor Joint Powers Agreement; and Be It Further

47
48 RESOLVED , The Ramsey County Regional Railroad Authority authorizes the Chair to
execute the Robert Street Joint Powers Agreement; and Be It Further

50
51 RESOLVED, The Ramsey County Regional Railroad Authority authorizes a payment in an
52 amount not to exceed \$147,500 for Ramsey County Regional Railroad Authority's share of the cost
53 of the Alternatives Analysis Study; and Be It Further

54
55 RESOLVED, That the Ramsey County Regional Railroad Authority authorizes the County
56 Manager to make all necessary budget adjustments including increasing estimated revenues and
57 appropriations.

**JOINT POWERS AGREEMENT ESTABLISHING THE
ROBERT STREET TRANSITWAY ALTERNATIVES ANALYSIS PROGRAM**

THIS AGREEMENT is entered into by and between the undersigned Ramsey County Regional Railroad Authority and Dakota County Regional Railroad Authority, governmental units of the State of Minnesota, pursuant to the authority contained in Minn. Stat. §§ 471.59 and 398A.04.

WHEREAS, the Robert Street Transitway is defined as the transitway corridor located within the area bounded by Interstate 35E on the west, the Mississippi River on the east, the southern boundary of the City of Rosemount on the south, and Interstate 94 on the north; and

WHEREAS, the Robert Street Transitway has significant transportation and land use issues; and

WHEREAS, there are opportunities for a variety of multi-modal transportation improvements to the Robert Street Transitway, including light rail transit, bus rapid transit, multi-use trails and roadway improvements; and

WHEREAS, the Federal Transit Administration (FTA) has agreed to make available to the parties, through the Metropolitan Council, pursuant to the Alternatives Analysis Program established by 49 U.S.C. § 5339, federal funding in the amount of \$1.18 million for the purpose of conducting a federally-compliant Alternatives Analysis in the Robert Street Transitway; and

WHEREAS, the Parties wish to provide for payment of the local match required by the Federal Transit Administration; and

WHEREAS, the Parties wish to lead the conduct of the Alternatives Analysis for the Robert Street Transitway in an open, inclusive and transparent manner, working collaboratively with the Minnesota Department of Transportation, the Metropolitan Council and all of the municipalities located within the Robert Street Transitway in compliance with the public participation objectives and requirements of the applicable federal legislation, including, but not limited to, the Safe, Accountable, Flexible, Efficient Transportation Equity Act and the New Starts Program.

NOW, THEREFORE, in consideration of the mutual promises and covenants herein, the Parties hereto agree as follows:

Article 1 – Definitions.

- A. Agreement means this joint powers agreement as it now exists or may hereafter be amended.
- B. Alternatives Analysis means a study of the Robert Street Transitway which complies with the requirements of 49 U.S.C. § 5309, up to and including the adoption of a locally preferred alternative as part of the long-range transportation plan required under 49 U.S.C. § 5303.
- C. Party or Parties means the Dakota County Regional Railroad Authority or the Ramsey County Regional Railroad Authority or both.

Article 2 – Purpose.

The purpose of this Agreement is threefold.

- A. Describe how the Parties will work collaboratively to lead the conduct of the Alternatives Analysis.
- B. Establish and define the governance structure for the conduct of the Alternatives Analysis, which will consist of a Steering Committee, a Project Management Team and a Technical Advisory Committee.

- C. Provide for contribution of the local match required by the FTA as a condition of its grant to the Metropolitan Council.

Article 3 – Term.

This Agreement shall be in effect on the day that the Agreement has been approved by resolution of and duly executed by the Dakota County Regional Railroad Authority and the Ramsey County Regional Railroad Authority. This Agreement shall remain in full force and effect until terminated pursuant to Article 9 of this Agreement.

Article 4 – Undertaking of the Parties.

- A. The Parties will exercise leadership in the conduct of the Alternatives Analysis by participating in the Steering Committee, the Project Management Team, and the Technical Advisory Committee.
- B. The Parties understand and agree that the Dakota County Regional Railroad Authority will enter into a sub-recipient agreement with the Metropolitan Council for access to the federal funds which will be used to conduct the Alternatives Analysis and that the Dakota County Regional Railroad Authority will enter into contracts with one or more consultants who will assist in the conduct of the Alternatives Analysis subject to the conditions provided herein.
- C. The Parties agree to contribute \$147,500.00 each of locally raised funds to contribute to the costs of conducting the Alternatives Analysis. The Parties agree to make their contributions prior to execution of any contract by the Dakota County Regional Railroad Authority. Additional contributions beyond \$147,500.00 shall be provided upon execution of an amendment to this Agreement pursuant to Article 11(A). The form of such amendment is described in Exhibit A.
- D. The Dakota County Regional Railroad Authority, pursuant to its joint powers agreement with Dakota County, will be the contracting Party to and responsible for administration of the sub-recipient agreement and the consultant contracts identified in Article 4(B), and responsible for administration of the contributions made pursuant to Article 4(C) and related reporting requirements. Ramsey County Regional Railroad Authority will provide administrative support to Dakota County Regional Railroad Authority on an as-needed basis.
- E. The Ramsey County Regional Railroad Authority will be consulted prior to advertising or recruiting for the consultant contracts identified in Article IV(B) and prior to entering into any such contracts.
- F. The Parties agree that each of them will act to recommend to the Metropolitan Council, for adoption into the Transportation Policy Plan, a locally preferred alternative, as defined by the FTA. Prior to making such recommendation, the Parties agree and intend to engage in an interactive process, including but not limited to participation in the Steering Committee, Project Management Team and Technical Advisory Committee, which will enable the development of a consensus between the Parties as to selection of the locally preferred alternative. If necessary or desirable, the Parties agree to enter into a consensus-building protocol as described in Exhibit B.

Article 5 – Steering Committee.

There is hereby established the Robert Street Transitway Steering Committee (Steering Committee).

- A. Membership. The Steering Committee shall consist of Members and alternates from as many of the following entities that elect to participate:
- (i) One Member and one alternate from the City of Mendota, City of West St. Paul, City of South St. Paul, City of Inver Grove Heights; City of Sunfish Lake; City of Mendota Heights; City of Lilydale; City of Eagan; City of Rosemount; and City of St. Paul, who shall be members of the city council and who shall be appointed by resolution of the city council;

- (ii) One Member and one alternate from the Metropolitan Council, who shall be members or representatives of the Metropolitan Council and who shall be appointed by the Chair of the Metropolitan Council;
 - (iii) One Member and one alternate from the Minnesota Department of Transportation, who shall be appointed by the Commissioner of Transportation;
 - (iv) Two Members from the Ramsey County Regional Railroad Authority and four Members from the Dakota County Regional Railroad Authority, who shall be members of their respective governing boards and who shall be appointed by resolution of the respective governing board.
- B. Terms. Members shall serve at the pleasure of the appointing authority. Each Member and alternate must continue to hold the office upon which the appointment was based.
 - C. Co-Chairs. One Member from the Ramsey County Regional Railroad Authority and one Member from the Dakota County Regional Railroad Authority shall be co-chairs of the Steering Committee.
 - D. Bylaws. The Steering Committee may adopt such bylaws, including the determination of a quorum, to govern its operations as it deems appropriate. The bylaws at least shall provide for adequate documentation of its decisions and its procedures for delivery of findings and recommendations to the Parties.
 - E. Meetings. Meetings of the Steering Committee shall be conducted in accordance with the Minnesota Open Meeting Law. The Steering Committee shall adopt a regular meeting schedule. Special meetings of the Steering Committee may be called jointly by the co-chairs.
 - F. Duties. The Steering Committee shall have the duty to provide guidance and advice to the Parties with respect to the scope and methodology of the Alternatives Analysis, with the assistance of consultants engaged by Dakota County Regional Railroad Authority pursuant to Article 4(B). In particular, the Steering Committee will be expected to provide oversight and advice with respect to the goals and objectives of the Alternative Analysis, evaluation criteria for selecting the locally preferred alternative, solicitation of information and concerns from members of the public and project stakeholders, addressing and incorporation of such information and concerns, evaluation of the developed alternatives, and development of recommendations to the parties regarding the locally preferred alternative.

Article 6 – Project Management Team.

- A. Membership. The Project Management Team shall include one senior staff member from each of the following entities: Metropolitan Council, Minnesota Department of Transportation, Dakota County Regional Railroad Authority and Ramsey County Regional Railroad Authority, all to be appointed by their respective superiors.
- B. Duties. The Project Management Team shall have the duty to provide procedural guidance to the Technical Advisory Committee and to the Steering Committee. In addition, the Project Management Team will serve in an advisory capacity to the Parties through communication of project status and project findings. Such guidance and advice may be provided informally, without the necessity of formal voting. The Project Management Team may consult with such other professionals from other governmental units and establish ad hoc committees as it deems appropriate.
- C. Staff. The Dakota County Regional Railroad Authority agrees to provide administrative support to the Project Management Team.

Article 7 – Technical Advisory Committee.

- A. Membership. The Technical Advisory Committee shall include technical transportation and/or transit staff from the following entities and agencies: Metropolitan Council (Transportation Planning), Metropolitan Council (Metro Transit), Dakota County Regional Railroad Authority, Ramsey County Regional Railroad Authority, Minnesota Valley Transit Authority, Minnesota Department of Transportation, City of Mendota, City of West St. Paul, City of South St. Paul, City of Inver Grove Heights; City of Sunfish Lake; City of Mendota Heights; City of Lilydale; City of Eagan; City of Rosemount; and City of St. Paul, as appointed by their respective superiors.
- B. Duties. The Technical Advisory Committee shall have the duty to provide technical advice and support to the consultant(s) engaged by the Dakota County Regional Railroad Authority to assist in the conduct of the Alternatives Analysis. Such advice and support may be provided informally, without the necessity of consensus. The Technical Advisory Committee also shall have the duty to provide technical advice to the Steering Committee throughout the Alternatives Analysis. Advice to the Steering Committee shall be provided in written form based upon consensus of the Technical Advisory Committee.
- C. Chair. The appointee of the Dakota County Railroad Authority shall be the chair of the Technical Advisory Committee.

Article 8 – Withdrawal.

A Party may withdraw from this Agreement upon 30 days' written notice to the other Party:

- A. Upon completion of the Alternatives Analysis contemplated by Article 2 and the Steering Committee's formal vote to recommend the locally preferred alternative; or
- B. Upon the conclusive determination by the United States government or the Metropolitan Council that the Alternatives Analysis contemplated by Article 2 has been concluded or abandoned without the necessity of any decision as to the locally preferred alternative; or
- C. Sixty (60) days following expenditure of all of the contributions made pursuant to Article 4(C), where no agreement has been made for additional contributions by the Parties; or
- D. Upon mutual agreement of the Parties.

Article 9 – Termination.

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

- 1. Withdrawal of a Party pursuant to Article 8; or
- 2. When necessitated by operation of law or as a result of a decision by a court of competent jurisdiction.

Upon termination, all contributions made pursuant to Article 4(C) will be first applied to outstanding contracts and obligations made under this Agreement. Any remaining funds will be distributed to the Parties equally.

Article 10 – Indemnification.

The Parties' total liability shall be governed by Minn. Stat. Ch. 466 and other applicable law and this Agreement.

Each Party agrees that it will be responsible for the acts or omissions of its officials, agents, and employees, and the results thereof, in carrying out the terms of this Agreement, to the extent authorized by law, and shall not be responsible for the acts or omissions of the other Party and the results thereof. The liability of each Party shall be governed by Minn. Stat. Ch. 466 and other applicable law.

Article 11 – Miscellaneous.

- A. Amendments. This Agreement may be amended by agreement of the Parties as evidenced by resolution of their respective governing bodies and execution of a written amendment to this Agreement.
- B. Records, Accounts, and Reports. The Dakota County Railroad Authority shall establish and maintain such funds and accounts as may be required by good accounting practices. The books and records of the Dakota County Railroad Authority shall be subject to the Minn. Stat. Ch. 13 and Minn. Stat. § 16C.05, subd. 5.
- C. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.
- D. Severability. The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of the Agreement is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this Agreement.
- E. Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes all prior written or oral agreements relating to the Steering Committee.
- F. Minnesota Laws Govern. The Laws of the State of Minnesota shall govern all questions and interpretations concerning the validity and construction of this Agreement and the legal relations between the Parties and their performance. The appropriate venue and jurisdiction for any litigation shall be in State district court located within the County of Ramsey, State of Minnesota. Litigation, however, in the federal courts involving the Parties will be in the appropriate federal court within the State of Minnesota. If any provision of this agreement is invalid, illegal, or unenforceable the remaining provisions will not be affected.

[The remainder of this page intentionally left blank.]

IN TESTIMONY WHEREOF the Parties have executed this Agreement by their duly authorized officers.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Chair Date

Approved as to form:

Asst. County Attorney Date

IN TESTIMONY WHEREOF the Parties have executed this Agreement by their duly authorized officers.

DAKOTA COUNTY REGIONAL RAILROAD AUTHORITY

Chair

Date

Approved as to form:

Asst. County Attorney

Date

Exhibit A

Amendment to Joint Powers Agreement Establishing the Robert Street Transitway Steering Committee

WHEREAS, the Parties have entered into a Joint Powers Agreement establishing the Robert Street Transitway Steering Committee; and

WHEREAS, the Parties have agreed to contribute \$147,500.00 each of locally raised funds as and for financial support of the Alternative Analysis being guided by the Steering Committee pursuant to Article 5(G) of the Joint Powers Agreement; and

WHEREAS, the Parties have concluded that additional contributions of locally raised funds are essential in order to complete the Alternative Analysis in such fashion as to enable the Parties and each of them to select the locally preferred alternative; and

WHEREAS, the Joint Powers Agreement provides that any amendments shall be valid only when expressed in writing and duly signed by the Parties.

NOW, THEREFORE, in consideration of the mutual promise and covenants herein, the Parties agree as follows:

1. To amend Article 4(C) to provide: The Parties agree to contribute \$_____ each of locally raised funds to contribute to the costs of conducting the Alternatives Analysis. The Parties agree to make their contributions prior to execution of any contract by the Dakota County Regional Railroad Authority. Additional contributions beyond \$_____ shall be provided upon execution of an amendment to this Agreement pursuant to Article 11(A). The form of such amendment is described in Exhibit A.
2. All other terms of this Agreement shall remain in full force and effect unless otherwise amended or terminated in accordance with its terms.
3. In any case where this amendment conflicts with the Agreement are earlier amendments, this amendment shall govern.

In Testimony Whereof, the Parties have executed this amendment by their duly authorized officers.

Exhibit B

Consensus-Building Protocol

In the event that the Parties do not make the same recommendation of the locally preferred alternative to the Metropolitan Council, pursuant to Paragraph 4(E) of the Agreement, the Parties agree to participate in a consensus-building process as described herein.

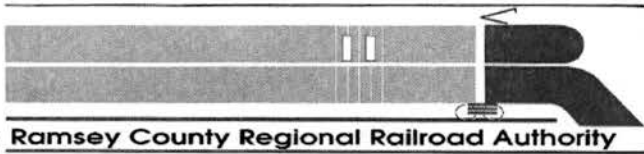
The Parties' appointees to the Steering Committee, or as many of them who are reasonably available will meet to identify the steps which the Parties might take in order to develop a consensus recommendation as to the locally preferred alternative. Such steps may include, but not be limited to, the following:

1. The development of additional information and/or analyses of available information regarding the developed alternatives, followed by additional discussion by the Steering Committee.
2. The holding of one or more joint meetings of the Parties' boards of commissioners, facilitated by the parties' staff and/or external consultants.
3. The holding of one or more open houses or community listening sessions in order to develop additional public and stakeholder insight on the question of the locally preferred alternative.

The Parties agree that they will act in good faith to develop a process that will assist them in reaching a consensus as to the locally preferred alternative and that they will make their respective staffs reasonably available so that a consensus may be reached as soon as reasonably possible.

After participating in good faith with the above process, either Party may declare an impasse and discontinue the consensus-building protocol.

contracts 2010/K10-322 robert st transitway (6-10-11)



3

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date:

Regional Railroad Authority Meeting Date: 07/26/11

SUBJECT: Presentation of the 2012-2013 Ramsey County Regional Railroad Authority Budget.

EXECUTIVE SUMMARY:

The County Manager will present the 2012-2013 Ramsey County Regional Railroad Authority Budget at this meeting.

ACTION REQUESTED:

None. For information only.

1

SUBJECT: Presentation of the 2012-2013 Ramsey County Regional Railroad Authority Budget.

ATTACHMENTS:

None

PREVIOUS ACTION:

N/A

COUNTY MANAGER'S COMMENTS:

SUBJECT: Presentation of the 2012-2013 Ramsey County Regional Railroad Authority Budget.

Regional Railroad Authority – Authorized Signature

Date

Russell D. Mayan

7/19/11

Budgeting & Accounting – Authorized Signature

Date

Susan J. Kust

7/19/11

County Attorney – Authorized Signature

Date

Phil C. Cunningham

7/20/2011

Other– Authorized Signature

Date

Other– Authorized Signature

Date

Other – Authorized Signature

Date

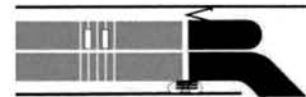
Ramsey County Regional Railroad Authority

2012-2013 Proposed Budget

Julie Kleinschmidt, Ramsey County Manager



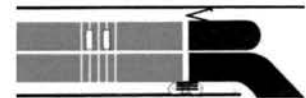
July 26, 2011



RCRRA Mission



Providing effective and efficient transit alternatives for Ramsey County and surrounding regions.

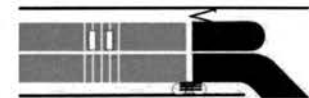


Ramsey County Goal

Promote multi-modal transit and transportation solutions that effectively serve our citizens.

Critical Success Indicator

A variety of safe and effective transportation options benefit the community.





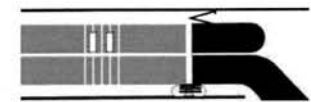
Central Corridor LRT



The Union Depot

Who We Are

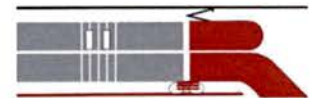
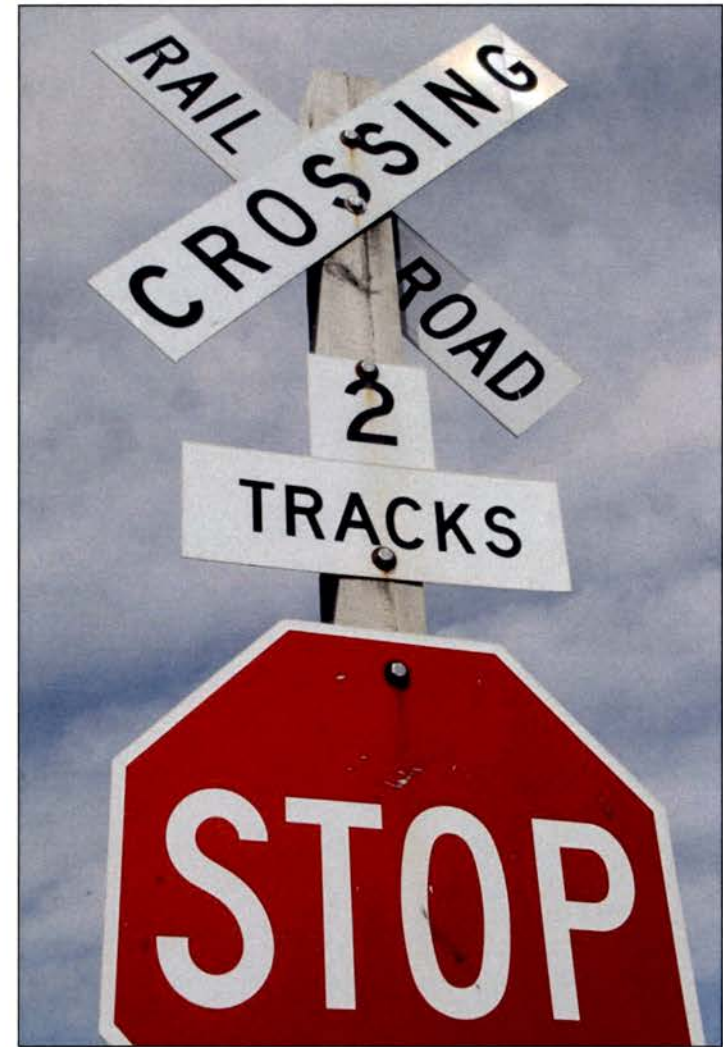
- The Regional Railroad Authority advocates for, coordinates, funds, plans and implements transit for county residents and businesses.
- The seamless, multimodal transit network that the Authority is working on is designed to ease congestion, make it easier to get to and from work, sports and entertainment venues, and improve the economic competitiveness and vitality of St. Paul, Ramsey County and the East Metro region.

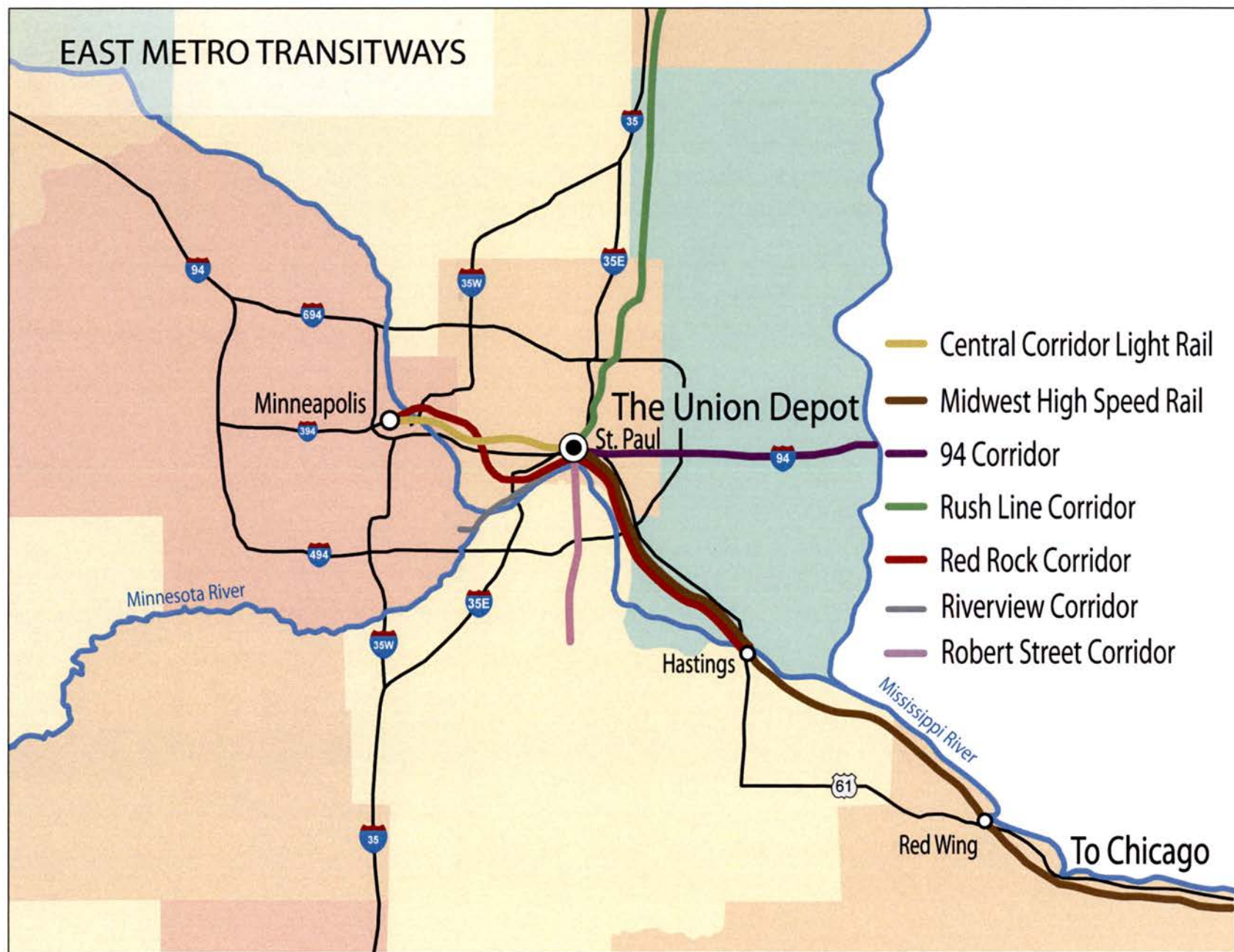




What We Do

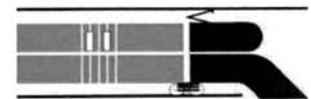
- Develop a long-range vision of transit services to meet changing needs for today and for succeeding generations.
- Help to shape the future of Ramsey County and the region by preserving rail corridors and providing rail transit services.
- Work in a manner that is sensitive to the financial impact to county taxpayers.





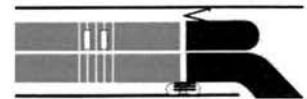
Long-Term Financing Strategy

- 2005 – Financing strategy goals:
 - Adopt long-term 2006-2014 capital plan for funding RCRRA share of transit projects
 - Keep property tax levy stable
 - Keep borrowing costs low
 - Keep within County debt benchmark goals
 - Provide flexibility to take advantage of state and federal funding
 - Stimulate economic development of entire East Metro region
 - Receive broad community support for the financing strategy
- Current cash flow projections indicate a need for short term borrowing.



Proposed Tax Levy

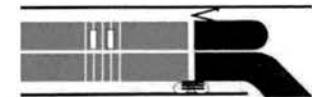
- Proposed Tax Levy 2012 and 2013 - \$19,938,811
- No levy increase in either 2012 or 2013
- Proposed levy is less than authorized maximum



2012-2013 Proposed Budget

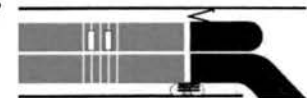
	<u>2012</u>	<u>2013</u>
Operating Budget*	\$ 3,502,568	\$ 5,427,615
Capital Project Budget	\$11,700,000	\$ 11,700,000
Property Tax Levy	\$19,938,811	\$ 19,938,811
Tax Levy Increase	0%	0%

* 2012 and 2013 proposed operating budgets include Union Depot operating cost estimates.



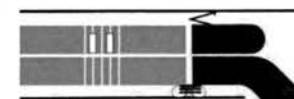
Union Depot

- The estimated cost for renovating and reconstructing the Union Depot to be operational by 2012 is \$243.4 million.
- The Union Depot project was fully budgeted through 2011.
- The RCRRA has been awarded over \$138 million in state and federal funds.
- The project is 25 % complete with no major latent conditions found.
- Most construction bids are coming in or below estimated costs.
- The project is currently on schedule and on budget.



Central Corridor

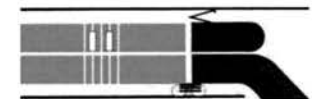
- The Central Corridor connects downtown St. Paul's Union Depot to downtown Minneapolis and the Hiawatha Light Rail Line.
- The RCRRA obligation for the Central Corridor light rail project is \$66.4 million.
- The project is currently under construction and scheduled to open 2014. A federal full funding grant agreement from the Federal Transit Administration was received in 2011.
- The proposed budget includes sufficient funding to fulfill the Central Corridor obligations for 2012 and 2013.



Other Corridor Projects

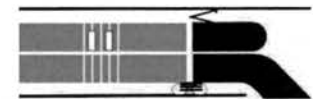
Funding is provided in the 2012-2013 proposed budget to study the following corridors:

- **Rush Line Corridor** – Continue project development for a long-term rail transit option
- **Red Rock Corridor** – Continue project development through implementation of the recommendations of the Station Area Planning Study and East Metro Railroad Capacity Study
- **High Speed Rail** – Continue advocacy through MN High Speed Rail Commission and the Minnesota Passenger Rail Forum. Continue coordination with Mn/DOT, WisDOT, Amtrak, and other partners on the completion of passenger rail studies including the Twin Cities to Chicago high speed rail route analysis, environmental work and the Twin Cities to Chicago second daily train study



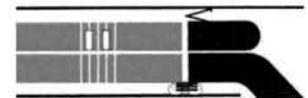
Other Corridor Projects Cont.

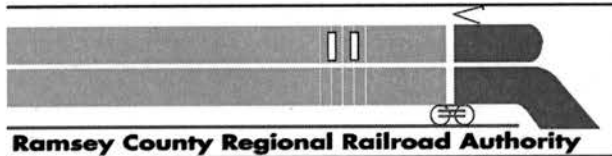
- **Gateway Corridor** – Continue project development through the completion of the Alternatives Analysis and the initiation of a Draft Environmental Impact Statement.
- **Robert Street Corridor** – Continue project development through initiation and completion of an Alternatives Analysis
- **Northeast Corridor and Northeast Diagonal Corridor** – Preserve right of way for future transit use
- **Riverview Corridor** – Continue project development and advocacy as part of the Metropolitan Council's Arterial Bus Rapid Transit study and the City of St. Paul's Citywide Street Car Feasibility Study



Next Steps

- September 6, 2011 – RCRRA 2012-2013 budget hearing.
- September 6, 2011 – Public Hearing #1 - Public Testimony on budget.
- September 13, 2011 - Set the 2012 maximum levy.
- November 28, 2011 – Public Hearing #2 – Public Testimony on budget.
- December 13, 2011 – Final approval of budget and 2012 levy.





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

REGIONAL RAILROAD AUTHORITY MEETING

August 16, 2011

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

.....
ROLL CALL and Call to Order

AGENDA of the August 16, 2011 Regional Railroad Authority Meeting is presented for approval.

MINUTES of the July 26, 2011 Regional Railroad Authority Meeting is presented for approval.

ADMINISTRATIVE AGENDA

1. Land Use License with Arvig Communications

Board Action Requested:

Approve and authorize the Chair to sign the Land Use License with Arvig Communications.

2. Resolution supporting the submittal of the Metropolitan Council application for 2012 Counties Transit Improvement Board funding for the Central Corridor Light Rail Project

Board Action Requested:

Support the submittal of a 2012 application by the Metropolitan Council to CTIB for Central Corridor LRT for \$97,879,633.

3. Rush Line Commuter Coach Project continued bus service

Board Action Requested:

Authorize the continuation of Route 285 for a second year of service at no additional cost to the Ramsey County Regional Railroad Authority.

4. Red Rock Station Area Planning Study – Presentation

Board Action Requested:

None. For information and discussion only.

CORRIDOR UPDATES

ADJOURNMENT

Immediately following Regional Railroad Authority Meeting:

- Executive Session RE: Union Depot Offices ****CLOSED TO PUBLIC**** - Room 220 Large Conference Room

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 26, 2011

The Ramsey County Regional Railroad Authority met with the following members present: Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Absent: 0. Also present was Julie Kleinschmidt, County Manager and James Mogan, Assistant County Attorney, Ramsey County Attorney's Office.

Chair McDonough called the meeting to order at 11:25 AM.

AGENDA

Commissioner Carter moved approval of the Agenda of the July 26, 2011 Board Meeting, seconded by Commissioner Ortega. Roll Call: Ayes – Rettman, Bennett, Carter, Ortega, Parker, Reinhardt, McDonough – 7. Nays – 0.

MINUTES

Commissioner Parker moved approval of the Minutes of the June 28, 2011 Board Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Rettman, Bennett, Carter, Ortega, Parker, Reinhardt, McDonough – 7. Nays – 0.

1. Granting a permanent sidewalk easement at the Union Depot to the City of Saint Paul for the Central Corridor Light Rail Transit Project

Commissioner Reinhardt moved approval of the following resolution, seconded by Commissioner Ortega. Roll Call: Ayes – Rettman, Bennett, Carter, Ortega, Parker, Reinhardt, McDonough – 7. Nays – 0. (R11-24)

WHEREAS, The beginning of the Central Corridor light rail transit line will be the station in front of the Union Depot, and

WHEREAS, The Central Corridor project will construct a new sidewalk adjacent to the station platform on Union Depot property, and

WHEREAS, A 10.5 foot wide permanent easement to the City of Saint Paul is required on the Union Depot property; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority approves an easement for the City of Saint Paul at the Union Depot for the Central Corridor Light Rail Transit Project, and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair to execute the easement

2. Joint Powers Agreement with Dakota County Regional Railroad Authority for Robert Street Transitway Alternatives Analysis Study

Commissioner Reinhardt moved approval of the following resolution, seconded by Commissioner Parker.

Commissioner Rettman asked why Ramsey County is being asked to pay for half when only three miles of the corridor is in Ramsey County, and how did staff arrive at these numbers. She has concern about setting a precedent.

Josh Olson, Planning Specialist, Ramsey County Regional Railroad Authority (RCRRA), explained that the Robert Street Transitway is a critical piece of the Union Depot project. Staff from Dakota County RRA (DCRRA) and RCRRA felt it was fair to split those costs evenly because the feasibility study identified significant ridership in Ramsey County portion. He did not have the numbers in front of him to say that it was an equal breakdown, but those numbers can be provided.

Commissioner Ortega commented that this is the planning stage and we need to assess where the impact is. He said with the Gateway Corridor, the funding was equally split into thirds between the Met Council and Counties of Ramsey and Washington, and there is even less mileage in Ramsey County for Gateway than there is for Robert Street Transitway.

Commissioner Reinhardt said it would be helpful to have the numbers in front of them, but has confidence that thorough discussion took place on determining the appropriate level of funding, as has happened with the other corridor projects.

Commissioner Carter suggested adding to either lines 6 or 31 of the resolution, where the resolution is introduced or where we are talking about being a co-sponsor, a line that speaks to the importance of this transitway to the Union Depot. On line 6 we might add, "Whereas the Transitway Alternatives Analysis Study is important to Union Depot planning". On line 31 we could add in, "given the potential of the corridor in Union Depot planning". She said it may help to document this as we move forward.

Commissioner Reinhardt added that in previous resolutions like these, we typically add a statement saying that the funding formula is solely for this one item, so it does not set a precedent.

Chair McDonough said we can include language that says "this funding formula is for this phase of the project only".

Commissioner Reinhardt offered that as a friendly amendment, seconded by Commissioner Carter.

The amendment was seen as friendly.

Commissioner Rettman asked why there are only two members for RCRRA, yet there are four members for DCRRA listed under the Membership section of the Joint Powers Agreement (JPA), page 3, (iv).

Jim Mogan, Assistant County Attorney, Ramsey County Attorney's Office, clarified that the JPA before them is just for this stage of the project.

Mr. Olson said the membership breakdown of two for RCRRA and four for DCRRA was a request by Dakota County because it went through four commissioner districts. We agreed to the breakdown because the Steering Committee is not a voting body necessarily, but rather a means to form a consensus on the plan and ultimately the JPA decision will come back to each of the rail authorities for action.

Chair McDonough said he is comfortable with the funding and the membership formulas because this is a very strong corridor. We have to elevate the importance of this corridor for our partners in Dakota County and we need them to be able to become leaders as we look at how we build out our system. If that means we will pay 50% of this funding to get us to the first point, and we get four Dakota County commissioners engaged in this corridor to potentially become leaders for the development of this corridor, then these are positive steps and they dramatically benefit Ramsey County.

Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, McDonough – 6. Nays – Rettman - 1.
(R11-25)

WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance several transitway corridors to the benefit of the citizens of Ramsey County, including the Robert Street Transitway; and

WHEREAS, The Robert Street Transitway Corridor stretches 14 miles from downtown St. Paul to the City of Rosemount; and

WHEREAS, The Robert Street Transitway has significant transportation and land use issues; and

WHEREAS, There are opportunities for a variety of multimodal transportation improvements to the Robert Street Transitway, including light rail, bus rapid transit, multi-use trails and roadway improvements; and

WHEREAS, The Dakota County Regional Railroad Authority submitted an application to the Federal Transit Administration, under the Alternatives Analysis Program, for funding of an Alternatives Analysis of \$1.2 million; and

WHEREAS, The purpose of an Alternatives Analysis Study is to conduct an evaluation of all reasonable alternatives and general transit alignment options for identified transportation needs in a particular travel corridor; and

WHEREAS, The Federal Transit Administration awarded Dakota County a grant of \$1.18 million to conduct a federally compliant Alternatives Analysis Study for the Robert Street Corridor; and

WHEREAS, To access the federal funds, a 20% (\$295,000) match from non-federal sources is required; and

WHEREAS, The Dakota County Regional Railroad Authority has requested the Ramsey County Regional Railroad Authority to serve as co-sponsor in the completion of the study and contribute one-half (\$147,500) of the required local match; and

WHEREAS, To formalize the relationship between Ramsey County Regional Railroad Authority and the Dakota County Regional Railroad Authority, a Joint Powers Agreement for the Robert Street Transitway Alternatives Analysis Study was developed for Ramsey County Regional Railroad Authority's consideration; and

WHEREAS, The scope and term of the Joint Powers Agreement is limited to the completion of the Alternatives Analysis study which is expected to take approximately 18-24 months, culminating in the Dakota County Regional Railroad Authority and Ramsey County Regional Railroad Authority recommending a locally preferred alternative to the Metropolitan Council. Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority hereby approves the Robert Street Corridor Joint Powers Agreement; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair to execute the Robert Street Joint Powers Agreement; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes a payment in an amount not to exceed \$147,500 for Ramsey County Regional Railroad Authority's share of the cost of the Alternatives Analysis Study; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

3. Presentation of the 2012-2013 Ramsey County Regional Railroad Authority Budget

Julie Kleinschmidt, Ramsey County Manager presented the proposed 2012-2013 RCRRA budget.

[The presentation is on file with the RCRRA office]

Ms. Kleinschmidt said a sound transportation and transit infrastructure and the ability to move people is vital to a strong economy, and a lot of the discussion in the county's budget was about job creation. We need to continue to make this investment to stay competitive and become more competitive. We tie the RCRRA into the county's goals and critical success indicators.

The RCRRA advocates for, coordinates, funds, plans, and implements transit for county residents and businesses. Our vision is a seamless, multimodal transit network that is designed to ease congestion, make it easier to get to and from destinations, and improve the economic competitiveness and vitality of St. Paul, Ramsey County and the East Metro region. RCRRA develops a long range vision, helps to shape the future of Ramsey County and works in a manner that is sensitive to the financial impact to county taxpayers.

Ms. Kleinschmidt talked about the long-term financing strategy that the RCRRA adopted in 2005. We adopted this with broad community support for the financing strategy, in other words, how we and the community will pay for this vision. RCRRA adopted a long-term 2006-2014 capital plan for funding RCRRA share of the transit projects with a goal to keep the property tax levy stable and not increase it. RCRRA wanted to keep borrowing costs low, keep within the county's overall debt benchmark goals, and provide flexibility to take advantage of state and federal funding. Finally, RCRRA wanted to use its investments to leverage private investments to the greatest capacity possible. Ms. Kleinschmidt said current cash flow projections for RCRRA indicate a need for short term borrowing, but not a need to issue long-term bonds. This is due the RCRRA's success in attracting state and federal investments in the Union Depot project and its work on CTIB with Central Corridor. The proposed tax levy for 2012-2013 is \$19,938,811, which has been the same since 2005 and is less than the authorized maximum. The 2012-2013 proposed operating budget includes estimates for Union Depot operating cost estimates, which is why there is an increase in the operating budget. The estimated cost for renovating the Union Depot to operational by the end of 2012 is \$243.4 million. This project was fully budgeted through 2011. RCRRA has been awarded over \$138 million in state and federal funds; the project is 25% complete with no major latent conditions found; most construction bids are coming in at or below estimated costs; the project is currently on schedule and on budget.

Chair McDonough added that 500 people have been trained to work on the Union Depot site in terms of job creation from this project.

Ms. Kleinschmidt continued her presentation to talk about the Central Corridor Light Rail project (CCLRT), which connects Union Depot to downtown Minneapolis and the Hiawatha Light Rail Line. The RCRRA's obligation for the CCLRT project is \$66.4 million. This project is currently under construction and scheduled to open in 2014. A full funding grant agreement from the Federal Transit Administration was received in 2011. The proposed budget includes sufficient funding to fulfill the Central Corridor obligations for 2012 and 2013. Funding is also provided in the proposed budget to study the Rush Line, Red Rock, Gateway, Robert Street, Northeast and Northeast Diagonal, Riverview, and High Speed Rail corridors.

Ms. Kleinschmidt closed her presentation by providing the next steps for the proposed 2012-2013 RCRRA budget as follows:

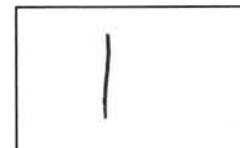
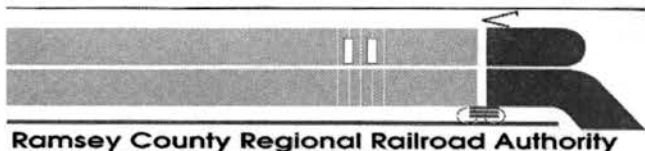
- September 6, 2011 – RCRRA 2012-2013 Budget Hearing; Public Hearing # 1 (public testimony on the budget)
- September 13, 2011 – Set the 2012 maximum levy
- November 28, 2011 – Public Hearing # 2
- December 13, 2011 – Final approval of budget and 2012 levy

CORRIDOR UPDATES

No updates were reported.

ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned at 11:58 AM.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 08/16/11

Regional Railroad Authority Meeting Date: _____

SUBJECT: Land Use License with Arvig Communications

EXECUTIVE SUMMARY

Arvig Enterprises Inc., based in Perham, MN, provides telecommunications construction services. The Zayo Group is a nationwide provider of telecom and internet infrastructure services. The two companies have partnered to construct a metro fiber backbone system in southern Minnesota. Their 2011 construction plan includes the St. Paul/Minneapolis metro area as well as the cities and counties south of the Minnesota River including Rochester, MN.

Arvig has requested a Land Use License to install two (2) one and one quarter inch High Density Polyethylene (HDPE) conduits. One conduit will contain 144 fiber strands that will cross under and perpendicular to the Bruce Vento Trail in the area immediately North of Larpenteur Ave., between N. English St. and N. McAfee St. Both of the conduits will be installed 60 inches below the surface using the directional bore method.

The Ramsey County Regional Authority's (RCRRA) Land Management Policy does not specify rates for various land uses in a matrix, but instructs rates to be based on market conditions. The policy also requires a one-time \$200 administrative fee to cover the RCRRA's expenses in establishing these contracts. In this case, the RCRRA has three existing similar fiber optic crossings: PNE069 with Sprint Communications pays \$869.01, PNE070 MCI Telecommunications pays \$1,648.93 and PNE071 Brooks Fiber pays \$669.84. The basis for the proposed annual fee of \$1,062.59 with Arvig is the average annual revenue the RCRRA receives from the three existing fees using the rate of the last year in the term. This fee is subject to a 3% annual escalator.

Approval of this Land Use License does not interfere with the present day or future use of the property. The RCRRA development position is preserved. Language in the license specifies the RCRRA may terminate licenses without cause, for any reason in its sole and absolute discretion. This License will bring \$1,062.59, plus 3% annum, to the RCRRA. In 10 years, the annual fee would be \$1,428.03; in 20 years, the annual fee would be \$1,919.16.

ACTION REQUESTED

Approve and authorize the Chair to sign the Land Use License with Arvig Communications.

SUBJECT: Land Use License with Arvig Communications

ATTACHMENTS:

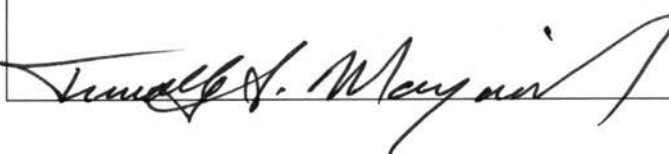
● LNE037 – Land Use License with Arvig Communications

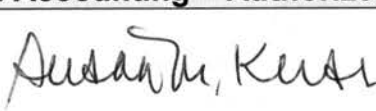
PREVIOUS ACTION:

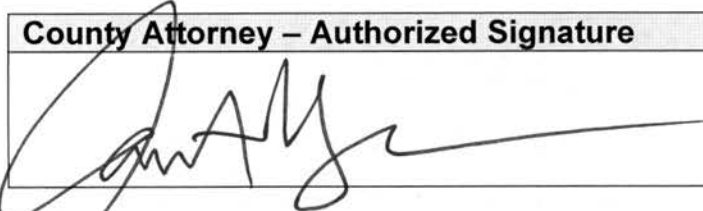
COUNTY MANAGER'S COMMENTS:

Approval of the Land Use License preserves the corridor for future transit use and ultimately reduces the county's reliance on property taxes.

SUBJECT: Land Use License with Arvig Communications

Regional Railroad Authority – Authorized Signature	Date
	8/10/11

Budgeting & Accounting – Authorized Signature	Date
	8/10/11

County Attorney – Authorized Signature	Date
	8/9/2011

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Land Use License with Arvig Communications

Draft Resolution

1 WHEREAS, Arvig Enterprises Inc. has requested a Land Use License to install two, one and
2 one quarter inch HDPE conduits crossing under and perpendicular to the Bruce Vento Trail in the
3 area immediately North of Larpenteur Ave., between N. English St. and N. McAfee St.; and
4

5 WHEREAS, This use does not interfere with the present day and future use of the property;
6 the Ramsey County Regional Railroad Authority may terminate the License without cause, for any
7 reason in its sole and absolute discretion; the License will bring \$1,062.59, plus 3% annum, to the
8 Ramsey County Regional Railroad Authority.; Now, Therefore, be it
9

10 RESOLVED, The Ramsey County Regional Railroad Authority approves and authorizes its
11 Chair to sign the Land Use License with Arvig Communications.

Attachment

LICENSE AGREEMENT

This License Agreement (the License) is entered into between the Ramsey County Regional Railroad Authority (the RCRRA or Licenser), a political subdivision of the State of Minnesota, and Arvig Communication Systems, 150 Second Street SW, Perham, Minnesota 56573, a Corporation, Licensee, on this 1st day of September, 2011.

Recitals

WHEREAS, the RCRRA is the fee owner of that certain parcel of land located in the City of Maplewood, County of Ramsey, Minnesota, as more particularly described in the attached Exhibit A, which may be a diagrammatic depiction (the Premises); and

WHEREAS, the RCRRA wishes to license the Premises to Licensee, and Licensee desires to license the Premises from the RCRRA according to the covenants and conditions stated herein;

NOW, THEREFORE, the RCRRA and Licensee agree as follows:

1. Grant of License. The RCRRA hereby grants to Licensee a license to use the Premises for and only for the purposes described in the attached Exhibit B, and subject to the conditions and requirements stated herein and in the attached Exhibit B, which is incorporated herein and made a part hereof as if explicitly set forth herein. In the event of a conflict between the provisions set forth herein and those set forth in Exhibit B, the provisions stated in Exhibit B shall control.
2. No Interest in the Premises. This grant of license is non-exclusive, and grants to Licensee no right, title, or interest in the Premises, except as set forth herein, and Licensee's rights do not run with the land.
3. Term. Subject to the RCRRA's right to terminate this License as set forth herein, the Licensee's right to use the Premises shall commence on September 1, 2011, and terminate on August 31st, 2012 (the Termination Date). The License shall automatically renew for subsequent one year terms.
4. Administrative Fee. In accordance with Ramsey County Regional Railroad Authority policy a onetime administrative fee of \$200 is due upon commencement of the License.
5. Payment. Licensee shall pay to the RCRRA the sum of \$1,062.59 for grant of this License and use of the Premises. Payment shall be due prior to the commencement date and prior to Licensee's entry onto and use of the Premises. Each subsequent renewal term is subject to a 3% escalator.
6. As Is Where Is. Licensee has inspected the Premises on _____ (the Inspection Date) and finds the Premises suitable for its purposes in the condition as of the

Inspection Date. The RCRRRA makes no promises or warranties regarding the condition or suitability of the Premises for Licensee's purposes. Further, the RCRRRA, except as explicitly stated in Exhibit B, will not be obligated to undertake any improvements or make any repairs to the Premises. Licensee accepts the Premises as is, where is.

7. Alterations. Licensee may not make any alterations or changes to the Premises without the express written consent of the RCRRRA. Any improvements made to the Premises by Licensee shall, upon termination of this License and in the sole option of the RCRRRA, become the property of the RCRRRA. If the RCRRRA determines that it does not wish Licensee's improvements to remain on the Premises, it shall so notify Licensee and upon such notification Licensee shall, at its sole expense, remove such improvements within five days prior to its termination of use of the premises. If Licensee fails to do so, the RCRRRA reserves the right to remove such improvements, and Licensee shall reimburse the RCRRRA for its costs to do so.
8. Restoration of Premises. Upon termination of this License, and subject to the provisions of paragraph 6, Licensee shall restore the Premises to their condition immediately prior to the Commencement Date, reasonable wear and tear excepted.
9. Maintenance of Premises During Term. At all times during the Term Licensee, at its sole cost and expense, shall keep the Premises in a good, clean, and safe condition, and use the Premises to prevent waste, damage, or injury occurring.
10. RCRRRA's Right to Enter and Inspect. The RCRRRA, its employees, and its agents shall have the right to enter the Premises at all reasonable times for the purpose of inspecting, cleaning, repairing, altering, or improving the Premises or to exhibit the Premises to prospective tenants, purchasers, or others. Nothing in this section shall be interpreted as requiring the RCRRRA to perform any such acts independent of the requirements of the other provisions of this License. The RCRRRA shall also be permitted to enter the Premises for the purpose of posting notices of non-responsibility for alterations, additions or repairs.
11. Non-assignability. Licensee shall not assign, transfer, convey, or encumber its interest in this Agreement or in the Premises, or allow any other person or entity (except Licensee's authorized representatives) to occupy or use all or any part of the Premises, without first obtaining RCRRRA's written consent, which may be withheld by the RCRRRA in its sole discretion.
12. Insurance. Licensee shall obtain and maintain such insurance as is required by the provisions and requirements stated in Exhibit B.
13. Indemnification. The Licensee shall indemnify, hold harmless, and defend the RCRRRA, its officials, agents, and employees against any and all liability, losses, costs, damages, expenses, claims, or actions, including attorney's fees, which the RCRRRA, its officials, agents, or employees may hereafter sustain, incur, or be required to pay, arising out of or by reason of any act or omission of the Licensee, its officials, agents, or employees, in the

execution, performance, or failure to adequately perform the Licensee's obligations pursuant to this Agreement or its use or occupation of the Premises.

14. Damage or Destruction of Premises. In the event the Premises are damaged or destroyed by fire, the elements, or other casualty such as to make them impracticable or unsuitable for Licensee's use, this License Agreement may be terminated at the option of either party upon written notice. In no case shall the RCRRA be required to restore the Premises to a condition suitable for Licensee's continued used, though it may do so if it wishes.

15. Hazardous Substances. As used herein, the term "hazardous substances" means any hazardous or toxic substance, material or waste which is or becomes regulated by any local, state or federal governmental authority. The term "hazardous substances" includes but is not limited to any material substance which is (i) designated as a "hazardous substance" pursuant to Section 311 of the Federal Water Pollution Control Act (33 U.S.C. §1317); (ii) defined as a "hazardous substance" pursuant to Section 1004 of the Federal Resource Conservation and Recovery Act, 42 U.S.C. §6901, et seq. (42 U.S.C. §6903); or (iii) defined as a "hazardous substance" pursuant to Section 101 of the Comprehensive Environmental Response Compensation and Liability Act (42 U.S.C. §9601, et seq.). As used herein, the term, "environmental requirements" means all laws, ordinances, rules, regulations, order, and other requirements of any government or public authority now in force or which may hereafter be in force relating to protection of human health or the environment, including all requirements pertaining to reporting, licensing permitting, investigation and remediation of emissions, discharges, storage, disposal or releases of hazardous substances and all requirements pertaining to the protection of the health and safety of employees or the public. Licensee shall not permit or conduct the generation, treatment, storage or disposal on, in or about the Premises of any hazardous substances without prior written consent of RCRRA. Licensee shall indemnify and defend RCRRA against and hold RCRRA harmless from all claims, demands, liabilities, damages, fines, encumbrances, liens, losses, costs and expenses, including reasonable attorney's fees and disbursements, and costs and expenses of investigations, arising from or related to the existence of hazardous substances in or on the Premises as a result of the acts or omissions of Licensee.

16. Signs. Licensee shall not have the right to place, construct, or maintain any other sign, advertisement, awning, banner, or other exterior decoration on the Premises without Licensor's prior written consent.

17. Termination.

The RCRRA may terminate this License:

- i. Without cause, for any reason in its sole and absolute discretion, upon 30 days' written notice to Licensee.
- ii. For any failure by Licensee to pay monthly license fee payments or any other monetary sums required to be paid hereunder (where such failure continues for ten (10) days after written notice thereof from the RCRRA

to Licensee)

- i. Due to the abandonment or vacation of the Premises by Licensee. In the event of such abandonment or vacation of the Premises, the RCRRA may serve the notice required by this section by posting such notice for a period of ten days on the Premises.
- ii. Due to a failure by Licensee to observe and perform any other provision of this Agreement to be observed or performed by Licensee, where such failure continues for ten (10) days after written notice thereof by RCRRA to Licensee, provided, however, that if the nature of such default is such that it cannot reasonably be cured within such ten (10) day period, Licensee shall not be deemed to be in default if Licensee shall within such period commence such cure and thereafter diligently prosecute the same to completion.
- iii. In the event of the making by Licensee of any general assignment or general arrangement for the benefit of creditors; the filing by or against Licensee of a petition to have Licensee adjudged a bankrupt or a petition for reorganization or arrangement under any law relating to bankruptcy (unless, in the case of a petition filed against Licensee, the same is dismissed within ninety (90) days; the appointment of a trustee or receiver to take possession of substantially all of Licensee's assets located at the Premises or of interest in this License Agreement, where possession is not restored to Licensee within sixty (60) days; or the attachment, execution or other judicial seizure of substantially all of Licensee's assets located at the Premises or of Licensee's interest in this Agreement, where such seizure is not discharged within forty-five (45) days.
- iv. In the event of any such material default or breach by Licensee, RCRRA may at any time thereafter without limiting RCRRA in the exercise of any right or remedy at law or in equity which RCRRA may have by reason of such default or breach.

The Licensee may terminate this License:

- i. Upon expiration of the current term with notice at least 60 days in advance of the end of the current term.
- ii. Upon damage or destruction of premises, or other condition of the premises, that precludes the use of the premises as identified in Exhibit B for a period of 60 days or more.

18. Miscellaneous.

a. Notices.

Unless otherwise provided herein, all notices required by the terms of and conditions of this Agreement shall be deemed given when the notice is prepared and deposited in the United States mail to the addressee as follows:

ENTERPRISES

Licensee: Arvig ~~Communication Systems~~
150 Second Street SW
Perham, Minnesota 56573

RCRRA: Ramsey County Regional Railroad Authority
660 Government Center West
50 West Kellogg Boulevard
St. Paul, MN 55102

- b. Compliance with Laws and Regulations.
Licensee shall obtain all licenses and permits required by any governmental authority for its use of the Premises, and shall comply with all terms of such licenses or permits and any code, law, or regulation applicable to its use of the Premises.
- c. Remedies cumulative.
All remedies hereinbefore and hereafter conferred on RCRRA and Licensee shall be deemed cumulative and not one exclusive of the other, or of any other remedy conferred by law of in equity. The failure or either of the covenants of this License or to exercise any option herein contained shall not be construed as a waiver or relinquishment for the future of such covenant or option.
- d. Relationship of the parties.
Nothing contained in this License shall be deemed or construed by the parties hereto or by a third-party to create the relationship of principal and agent or of a partnership or of a joint venture or of any association whatsoever between RCRRA and Licensee, it being expressly understood and agreed that neither any provision contained in this License nor any act or acts of the parties hereto shall be deemed to create any relationship between RCRRA and Licensee other than the relationship of Licensor and Licensee.
- e. Alteration.
Any alteration, variation or modification of this Agreement shall be valid only when reduced to writing and signed by both parties.
- f. Interpretation of Agreement; Venue.
This Agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding, arising from, or related to this agreement Licensee's occupancy and use of the Premises shall be venued in the District Court, Second Judicial District, Ramsey County, Minnesota.
- g. Entire Agreement.

This Agreement shall constitute the entire agreement between the parties and shall supersede all prior or written agreements of the parties.

h. Counterparts.

This agreement may be executed in counterparts.

FOR THE RCRRA

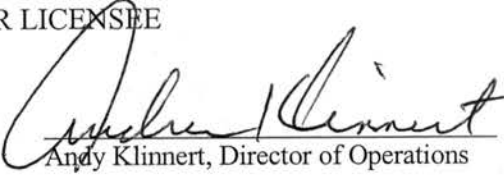
Date: _____

By: _____

Its: _____

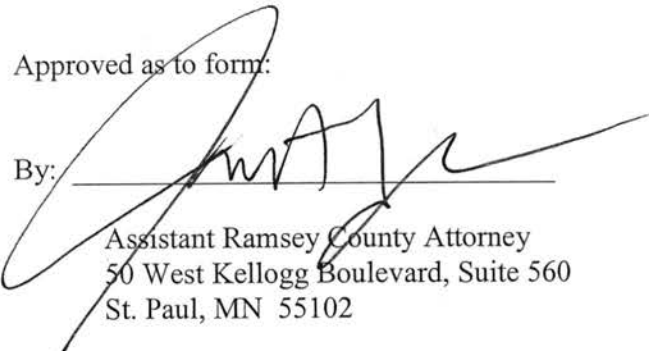
FOR LICENSEE

Date: _____

By: 
Andy Klinnert, Director of Operations

Its: _____

Approved as to form:

By:  _____

Assistant Ramsey County Attorney
50 West Kellogg Boulevard, Suite 560
St. Paul, MN 55102

EXHIBIT B

CONDITIONS TO LICENSE NO. LNE037 DATED September
1, 2011 BETWEEN THE RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY (LICENSOR) AND ARVIG COMMUNICATION SYSTEMS (LICENSEE).

1. Permitted Use. Licensee shall have non-exclusive use of that portion of the Licensor's land shown on Exhibit A attached hereto and made a part hereof ("Premises") for the installation of two, one inch and one quarter HDPE conduits with one of them containing a 144 fiber optic strand. The method of installation will be by directional boring. The conduits will cross roughly perpendicular to the pedestrian trail and will be 60 inches below the surface. No other use of the premises is permitted.
2. Insurance. At any time that Licensee is installing, repairing, inspecting, reviewing or testing on or at the Premises, Licensee shall maintain such insurance as will protect the RCRRA from claims which may arise out of or result from operations of the Licensee including but not limited to the following:

General Liability – A minimum of \$1,200,000 per occurrence and \$1,200,000 aggregate. Such coverage shall include contractual liability insurance either specifically naming this agreement, or on a blanket basis the RCRRA, its officials, and its employees shall be named as additional insured, with a cross-suits endorsement in favor of the RCRRA.

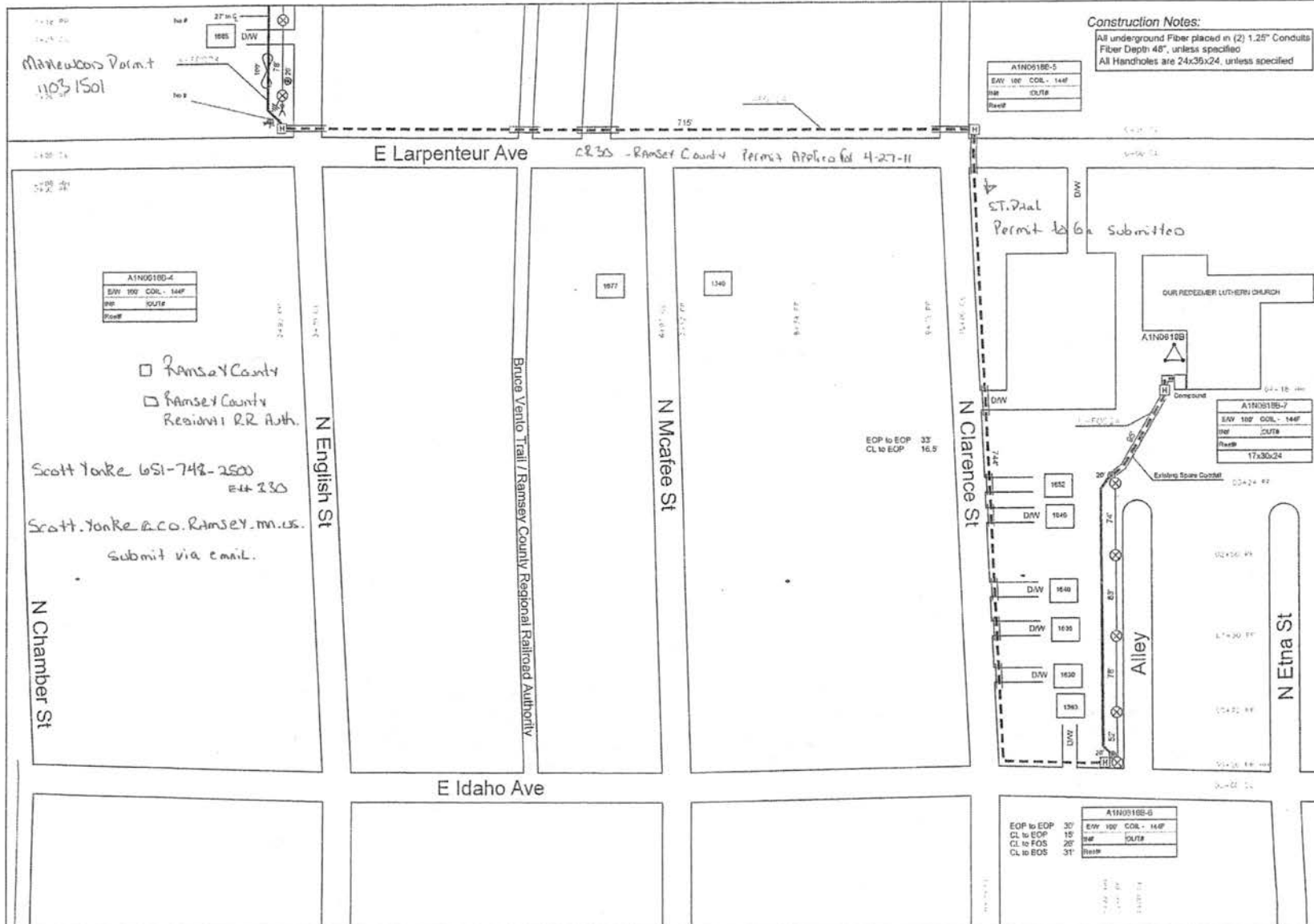
Auto Liability - \$1,200,000 per occurrence and \$1,200,000 aggregate. Require "hired and owned" and "hired and non-owned" auto insurance.

Workers Compensation - As required by MN statute.

Professional Liability – A minimum of \$1,200,000 per claim and \$1,200,000 aggregate. The Licensee will need to evidence continuation of this insurance at the required limits for at least five years after the project is completed.

The Licensee shall not commence work in any form on or at the Premises until the Licensee has obtained and filed an acceptable certificate of insurance with the RCRRA.

SEE SHEET A1N0618B-7



1" = 100'

Collector Ring
 East
 Route Segment 36
 City Maplewood/St. Paul, MN
 County Ramsey
 Filename A1N0618B



TRACKING

Skipped By:
 Drafted By LAC 4/23/11
 Built By:
 As-Built By:

MATERIAL LIST

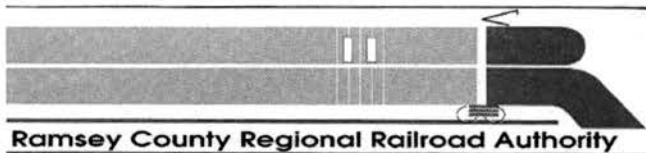
Description	Quantity
U-FOC24	1554'
24x36 Vault	3
17x30 Vault	1
A-FOC24	365'
Poles	7

Prepared by
 Compass Consultants Inc
 Petram, MN 218-346-3020

GSOC
 GOPHER STATE ONE CALL
 1-800-252-1116
 www.gopherstateonecall.org

A1N0618B-8

13



2

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 08/16/11

Regional Railroad Authority Meeting Date: _____

SUBJECT: Resolution supporting the submittal of the Metropolitan Council application for 2012 Counties Transit Improvement Board funding for the Central Corridor Light Rail Project

EXECUTIVE SUMMARY

The Metropolitan Council is constructing the Central Corridor light rail project (CCLRT). The Counties Transit Improvement Board (CTIB) has committed to 30% of the project cost, up to \$300 million. The State is providing approximately 10%, as are the regional railroad authorities on the corridor. Ramsey County and Hennepin County Regional Railroad Authorities have committed 7% and 3% respectively, based on the length of the project in each county. A Federal Transit Administration Full Funding Grant Agreement that provides 50% of the project cost was signed earlier in 2011.

The Metropolitan Council will apply for \$97,879,633 in funding from CTIB for 2012 to maintain the Central Corridor schedule. The attached resolution supports that application.

ACTION REQUESTED

Support the submittal of a 2012 application by the Metropolitan Council to CTIB for Central Corridor LRT for \$97,879,633.

1

SUBJECT: Resolution supporting the submittal of the Metropolitan Council application for 2012 Counties Transit Improvement Board funding for the Central Corridor Light Rail Project

ATTACHMENTS:

PREVIOUS ACTION:

RCRRA Resolution R10-43, supported the submittal of the 2011 application by the Met Council to CTIB for the CCLRT Project for \$106.7 million.

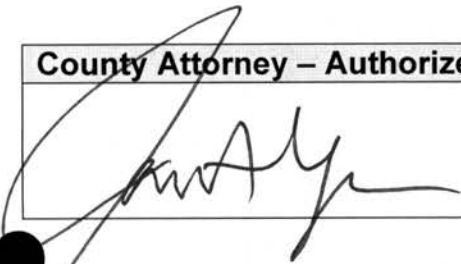
COUNTY MANAGER'S COMMENTS:

Support of Met Council's application for 2012 CTIB funding for the CCLRT Project is consistent with the Central Corridor schedule and budget.

SUBJECT: Resolution supporting the submittal of the Metropolitan Council application for 2012 Counties Transit Improvement Board funding for the Central Corridor Light Rail Project

Regional Railroad Authority – Authorized Signature	Date
	8/10/11

Budgeting & Accounting – Authorized Signature	Date
	8/10/11

County Attorney – Authorized Signature	Date
	8/9/2011

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Resolution supporting the submittal of the Metropolitan Council application for 2012 Counties Transit Improvement Board funding for the Central Corridor Light Rail Project

DRAFT RESOLUTION

1 WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has supported the
2 Central Corridor Light Rail Transit (CCLRT) Project through Alternatives Analysis, preliminary and
3 final design and advance construction; and
4

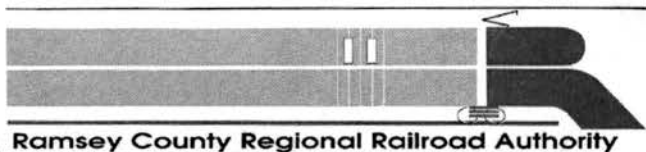
5 WHEREAS, The Counties Transit Improvement Board (CTIB) is responsible for 30% of the
6 cost of the project; and
7

8 WHEREAS, The Metropolitan Council is the project sponsor responsible for delivering
9 CCLRT on budget and on schedule, and
10

11 WHEREAS, A Full Funding Grant Agreement is in place with the Federal Transit
12 Administration to provide 50% of the project funding; and
13

14 WHEREAS, The Metropolitan Council intends to submit a capital grant application to CTIB
15 for 2012 for \$97,879,633 to advance CCLRT, Now, Therefore Be It
16

17 RESOLVED, The Ramsey County Regional Railroad Authority supports the submittal of a
18 2012 application by the Metropolitan Council to CTIB for Central Corridor LRT for \$97,879,633.



3

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **08/16/11**

Regional Railroad Authority Meeting Date:

SUBJECT: Rush Line Commuter Coach Project continued bus service

EXECUTIVE SUMMARY

On August 8, 2011, the Rush Line Corridor Task Force (Task Force) met to decide whether or not to extend Route 285 service for 12 additional months to October 31, 2012. At the meeting, the Task Force took action authorizing the Chair to extend the service by an additional 12 months. This action was taken for the following reasons:

1. New routes are typically given 18-24 months to show market potential. Over the eight months that the commuter coach service has been operating, ridership has grown by 50%. The route should be given the opportunity to continue its steady growth so that a clearer picture emerges on its viability once it has been in operation for 18 months.
2. Funding of the service will not require additional funds, only the authorization to use funds that have already been allocated by Anoka, Chisago, Ramsey, and Washington Counties.
3. Federal funding is available to offset the local cost of providing a portion of the service. If service doesn't continue, the funds will no longer be available to the Rush Line Corridor.

The action taken by the Task Force is contingent upon approval by the funding partners for the use of their unspent portions of the \$472,200 that was originally committed. This unspent funding will total approximately \$61,000 per county. The Task Force is requesting that each of the funding partners take formal action allowing their remaining funds to be used for the continued operation of route 285.

(The Executive Summary is continued on the following page.)

ACTION REQUESTED

Authorize the continuation of Route 285 for a second year of service at no additional cost to the Ramsey County Regional Railroad Authority.

1

(Executive Summary continued)

Route 285 provides transit service from the Forest Lake area to the Union Depot in downtown St. Paul, with a stop in White Bear Lake. It offers four inbound morning and four outbound afternoon trips that serve the Union Depot, downtown St. Paul, White Bear Theater Park and Ride, Running Aces Park and Ride, and the Forest Lake Transit Center. Ridership on the route has grown steadily from the initiation of the service on October 18, 2010 and now averages approximately 130 trips a day. Though the Task Force approved continuing the service for an additional twelve months, it cannot execute the necessary contracts without sufficient funding.

Funding for Route 285 is provided by federal and local funds. The federal funds are available for service until fully expended. The local funds, which were provided by Anoka, Chisago, Ramsey, and Washington Counties (funding partners), were provided for a one year demonstration service and continued access to each funding partner's unspent funds requires their authorization.

The Ramsey County Regional Railroad Authority approved its funding commitment of \$118,050 on November 18, 2008 via resolution R08-38. This resolution specifically limited the funding to a one-year demonstration. It was anticipated at the time that the full \$118,050 would be used during that year. However, when First Transit was awarded the contract for the service following the release of a request for proposals on September 22, 2010, it was apparent that the original budget estimate of \$794,000 was more than what was needed. With a budget of \$443,000 for the first year of service, Route 285 will utilize approximately \$57,000 of the \$118,050 in available funding from each funding partner. This results in approximately \$61,000 being available for a second year of service, if each funding partner agrees to allow its unspent funds to be utilized for continued bus service. If funding is not provided, the service will cease operating on October 31, 2011.

SUBJECT: Rush Line Commuter Coach Project continued bus service

ATTACHMENTS:

1. Route 285 Pocket Schedule
2. August 1, 2011 Rush Line 2nd year recommendation memo
3. RRA Resolution R08-38

PREVIOUS ACTION:

RRA Resolution R08-38

COUNTY MANAGER'S COMMENTS:

Use of the remaining funds from the original \$118,050 payment will provide for continued commuter coach service in the Rush Line Corridor. This will be beneficial to the development of a ridership base that will make future transit alternatives in the corridor more viable.

SUBJECT: Rush Line Commuter Coach Project continued bus service

Regional Railroad Authority – Authorized Signature

Date



8/10/11

Budgeting & Accounting – Authorized Signature

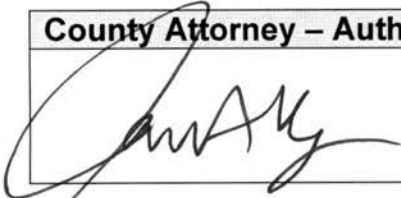
Date



8/10/11

County Attorney – Authorized Signature

Date



8/1/2011

Property Management – Authorized Signature

Date

Information Services – Authorized Signature

Date

Other – Authorized Signature

Date

SUBJECT: Rush Line Commuter Coach Project continued bus service

Draft Resolution

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

2
3 WHEREAS, The Ramsey County Regional Railroad Authority is a member of the Rush Line
4 Corridor Task Force (Task Force); and

5
6 WHEREAS, The Task Force approved the initiation of a 12 month commuter coach
7 demonstration route (Route 285) between the Forest Lake area and the Union Depot in downtown
8 St. Paul on October 18, 2010; and

9
10 WHEREAS, This service includes four morning inbound trips and four afternoon outbound
11 trips; and

12
13 WHEREAS, The estimated cost of this service was \$794,000; and

14
15 WHEREAS, The estimated cost not covered by fares or federal funds was \$472,200; and

16
17 WHEREAS, The \$472,200 commitment was split equally between Anoka, Chisago,
18 Ramsey, and Washington Counties (funding partners) as \$118,050 each; and

19
20 WHEREAS, The actual cost of the service for the first year is approximately \$406,000
21 resulting in the use of approximately \$57,000 of each funding partner's \$118,050 commitment; and

22
23 WHEREAS, The Task Force has authorized the continuation of route 285 for an additional
24 twelve months to October 31, 2012; and

25
26 WHEREAS, The extension of the service is contingent upon the authorization by each
27 funding partner to use its remaining funds for the continuation route 285; Now, Therefore, Be It

28
29 RESOLVED, The Ramsey County Regional Railroad Authority authorizes the continuation
30 of Route 285 for a second year of service at no additional cost to the Ramsey County Regional
31 Railroad Authority.



MEMORANDUM

To: Rush Line Corridor Task Force
From: Staff
Date: August 1, 2011
RE: Rush Line Commuter Coach 2nd Year Recommendation

On October 18, 2010, the Rush Line Commuter Coach (Route 285) began operating. The service consists of four inbound morning trips and four outbound afternoon trips serving the Union Depot, downtown St. Paul, White Bear Theater Park and Ride, Forest Lake Transit Center, and Columbus' Running Aces Park and Ride.

The service is funded by the members of the Rush Line Corridor Task Force and upon agreeing to fund the service Anoka, Chisago, Washington, and Ramsey Counties agreed to fund it for one year as a demonstration project. The one year anniversary of the service is quickly approaching and a determination on whether or not to fund a second year of service must be made. A number of different factors are detailed below to assist with the decision making process.

Ridership

As detailed at the May meeting, the ridership for Route 285 has grown from approximately 90 trips a day in October, 2010 to 145-150 trips a day in May, 2011. While ridership has since dipped due to school being out and summer vacations, the overall growth in ridership for route 285 has been steady.

Budget

In 2010, funding for the service was provided through Anoka, Chisago, Ramsey, and Washington Counties and federal funds. It was anticipated that the \$891,422 in funds would cover a year of service and additional funds would be needed if service was to continue for a second or third year. However, First Transit's winning bid for the service was significantly under the estimated cost for the service. This has resulted in enough funding from the original allocation of funds to completely fund a second year of service. However, this funding cannot be used for a second year unless the following occurs:

1. A second year of service is approved by the Rush Line Corridor Task Force.

2. Anoka, Chisago, Ramsey, and Washington Counties agree to allow use of their originally allocated funds for a second year of service.
3. The existing contract with the Metropolitan Council for contract administration is amended to cover a second year.
4. The option of a second year is exercised with First Transit.

The current demonstration project has a budget of \$443,000. A detailed breakdown is shown in the chart below:

**Commuter Coach Demonstration Project Budget
October 18, 2010 to October 31, 2011**

Source	Expense
First Transit	\$ 373,000.00
Marketing	\$ 50,000.00
Administration	\$ 20,000.00
Total Expenses	\$ 443,000.00

Through June the cost for the service has been \$271,761. Estimated costs for the remainder of the year will include the costs for Administration, Marketing, and First Transit totaling \$134,000. This results in a total cost for the first year of service of \$405,761. This is \$37,239 less than the approved budget.

The existing contract with First Transit includes options for a second and third year which can be exercised independently of one another. Each option includes an escalation in the cost of providing the service. If the task force chooses to fund a second year of service the following budget will need to be approved. This budget includes the cost escalation as detailed in the option for the second year of service.

**Commuter Coach Demonstration Project Budget
November 1, 2011 to October 31, 2012**

Source	Expense
First Transit	\$ 374,625.00
Marketing	\$ 15,000.00
Administration	\$ 20,000.00
Total Expenses	\$ 409,625.00

If the task force approves the budget for second year of service it will result in funding being provided by Anoka, Chisago, Ramsey, and Washington Counties along with the use of federal funds. Fare box revenue will also be used to reduce the amount of funding required of the counties and the federal government. The table on page 5-3 provides additional detail on how much funding is needed from each funding partner.

Commuter Coach Demonstration Project Revenue
November 1, 2011 to October 31, 2012

Source	Revenue
Anoka County	\$ 49,568.75
Chisago County	\$ 49,568.75
Ramsey County	\$ 49,568.75
Washington County	\$ 49,568.75
Federal Funds	\$ 149,850.00
Fare box Revenue	\$ 61,500.00
Total Revenue	\$ 409,625.00

The additional funding requested from each county is available within their original \$118,050 funding allocation for the service. However, they will need to authorize its use for a second year. Assuming that is this done, the task force will have \$244,048.68 available in county and \$267,121.13 in federal funds for continued bus operations. However, only 40% of the First Transit contract is eligible for reimbursement with federal funds. This caps the amount of federal funds available for a second year of service at \$149,850. This results in available county and federal funding for a second year of service of \$393,898.

Fare box revenue for October, 2010 to June, 2011 is currently averaging \$5,100 a month. When this average is forecast out over the second year of service it results in fare box revenue of \$61,500. When this is combined with the available local and federal funds, revenue for a second year of service totals \$455,398 which will cover the \$409,625 budget cost.

Metropolitan Council Contract

The task force currently contracts with the Metropolitan Council for administration of the Rush Line Commuter Coach service. Due to an error in drafting the agreement, the existing contract only covers administration services until August 31, 2011. This results in the need to approve an extension of the contract. The task force has two options for approving the contract.

1. Extension of the contract until October 31, 2011. This option needs to be pursued if the task force decides not to authorize a second year of service. In this option the contract cost would remain at \$20,000.
2. Extension of the contract until October 31, 2012. This option should be pursued if the task force decides to authorize a second year of service. In this option the contract cost would increase by \$20,000 to cover the addition of a second year of service.

Bus Kings

At the May meeting staff was directed to develop bus kings for the commuter coach service. Staff has worked with Metro Transit design staff to develop the bus king below. The design, printing, and

installation are estimated to cost \$1,000 and are included within the commuter coach's existing marketing budget. It will take approximately two weeks to have the kings placed on the buses once approved by the task force. Given the potential shutdown of the service at the end of October, should the task force decide not to fund a second year, staff recommends pursuing bus kings only if the task force authorizes the funding of a second year of bus service.



Staff Recommendation

Staff recommends that the task force approve funding a second year of service for the following reasons:

1. New routes are typically given 18-24 months to show market potential. Over the eight months that the commuter coach service has been operating ridership has grown by 50% and the route should be given the opportunity to continue its steady growth so that a clearer picture emerges on its viability once it has been in operation for 18 months.
2. Funding of the service will not require additional funds, only the authorization to use funds that have already been allocated by Anoka, Chisago, Ramsey, and Washington Counties.
3. Federal funding is available to offset the local cost of providing a portion of the service. If service doesn't continue, the funds will no longer be available to the Rush Line Corridor.

Timeline

If the task force authorizes the funding of second year of service, the following schedule will allow for the administration and First Transit contracts to be amended by the Metropolitan Council prior to their expiration.

- August 8, 2011 – task force approval of a second year of service
- August, 2011 – County action to approve use of their funds for a second year of service
- August, 2011 – Contract between Met Council and the Rush Line Corridor Task Force amended for the second year of service

- September, 2011 – Contract between Met Council and First Transit amended for the second year of service

Action:

Rush Line Corridor Task Force approval of the following:

1. Request that Anoka, Chisago, Ramsey, and Washington Counties allow the unused portion of their original funding commitment to be use for continued operations of the commuter coach service.
2. Provide funding a second year of service for the commuter coach service.
3. A \$409,625 budget for providing a second year of commuter coach service.
4. Authorization of an amendment to existing contract with the Metropolitan Council for administration of the bus service through October 31, 2012.
5. Installation of bus kings on Rush Line Commuter Coach buses.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date November 18, 2008

No.: R08-38

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.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

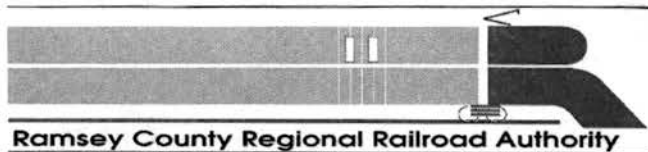
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

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

Jim McDonough, Chair

By:

Tony Bennett
Tony Bennett, Secretary



4

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **08/16/11**

Regional Railroad Authority Meeting Date: _____

SUBJECT: Red Rock Station Area Planning Study - Presentation

EXECUTIVE SUMMARY:

The Red Rock Corridor is a 30 mile transitway corridor that originates in Hastings, travels to The Union Depot and continues on to Minneapolis. Under the Joint Powers Agreement, the Corridor is managed by the Red Rock Corridor Commission (RRCC) which includes the Ramsey County Regional Railroad Authority. In 2007 the RRCC completed an Alternatives Analysis for the Corridor identifying commuter rail as the preferred long-term transit mode for the Corridor.

Prior to the implementation of commuter rail, multiple studies were identified by the RRCC as needing to take place including station area master planning, railroad capacity analysis, economic impact analysis, environmental work, and engineering. The Station Area Planning Study (SAP) is the first of these studies to be completed.

The SAP Study Draft Final Report is the culmination of an 18-month study that examined the four southeast transit stations in the Red Rock Corridor, which includes the Lower Afton Rd. Station. The study began in Fall of 2009, included the following elements:

- Corridor Website Development and Prelaunch
- Corridor and Station Visualization include. 3D Animation
- Preparation of Station Area Plans
- Preliminary Environmental Analysis and Documentation
- Market & Transit Oriented Development Analysis
- Preliminary Cost Analysis
- Preliminary Cost Estimates
- Transit Oriented Development Implementation Guide
- Project Management and Agency Coordination
- Extensive Public/Stakeholder Participation and Support

On June 24, 2011, the RRCC approved the release of the SAP Study Draft Final Report for public review and comment and adoption/endorsement by the City and County partners. A Draft Final Report is posted on the Red Rock Corridor Commission website at <http://www.redrockrail.org>. The RRCC anticipates adoption of the final plan in late September of 2011.

ACTION REQUESTED:

None. For information and discussion only.

SUBJECT: Red Rock Station Area Planning Study - Presentation

ATTACHMENTS:

Red Rock Station Area Planning Study – Update (presentation)

PREVIOUS ACTION:

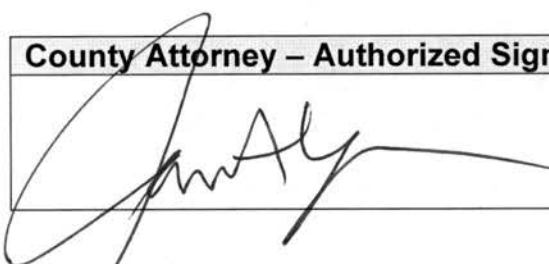
N/A

COUNTY MANAGER'S COMMENTS:

SUBJECT: Red Rock Station Area Planning Study - Presentation

Regional Railroad Authority – Authorized Signature	Date
	8/10/11

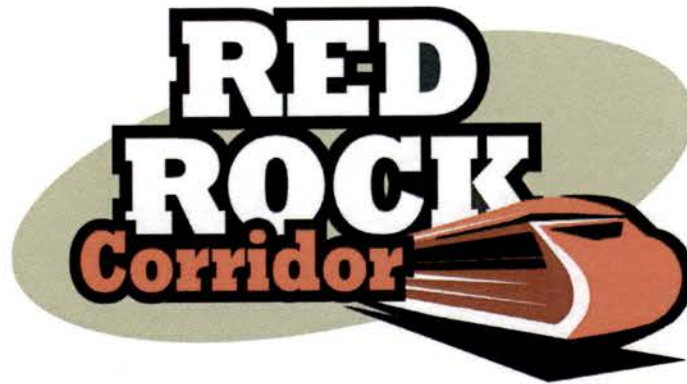
Budgeting & Accounting – Authorized Signature	Date
	8/10/11

County Attorney – Authorized Signature	Date
	8/9/2011

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date



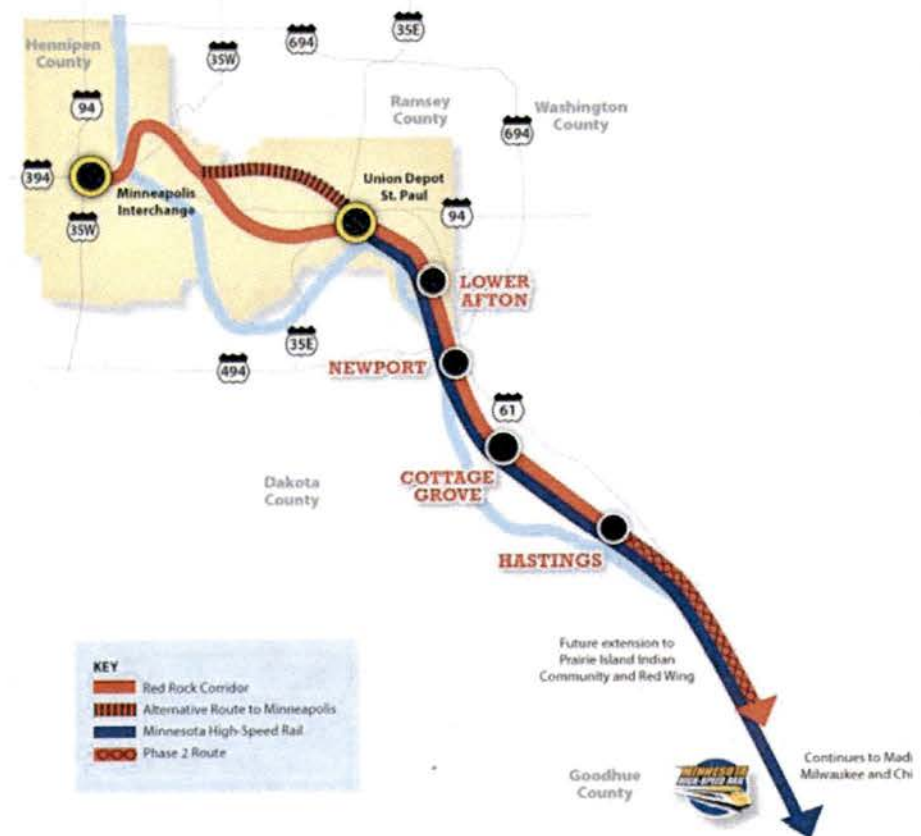
Station Area Planning Study Update

Ramsey County Regional Railroad Authority

August 16, 2011

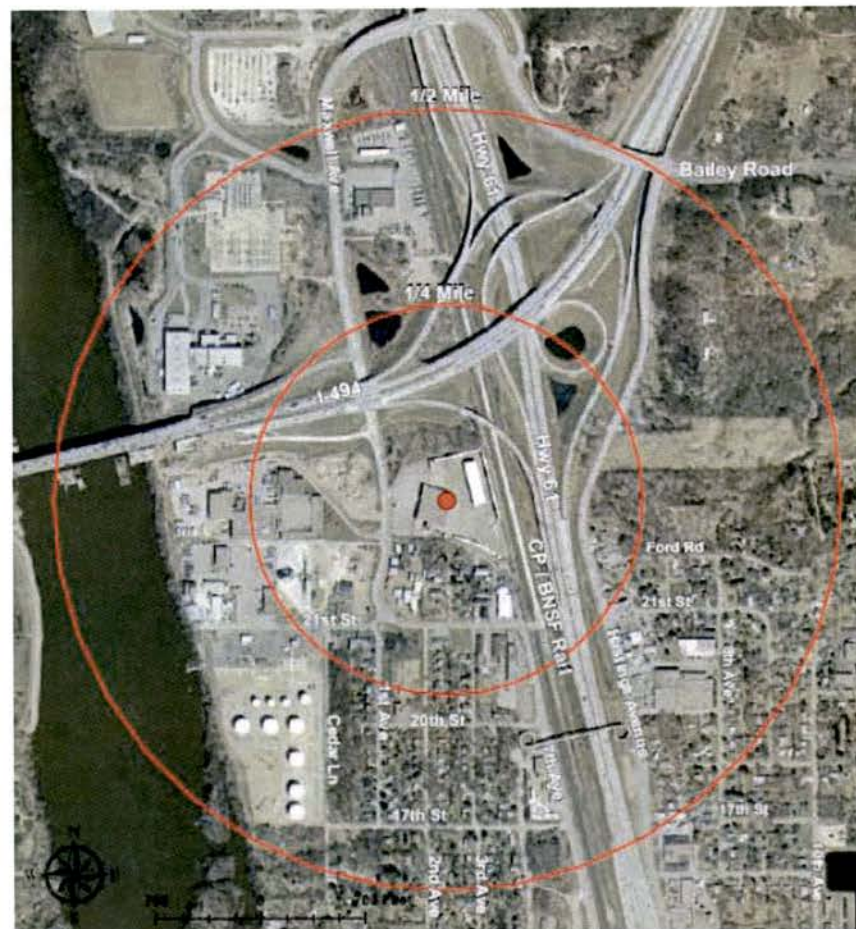
Station Area Planning Study Overview

- Recommended strategy from Alternatives Analysis (AA)
- Began in late 2009 / led by Red Rock Corridor Commission



Station Area Planning Study Overview

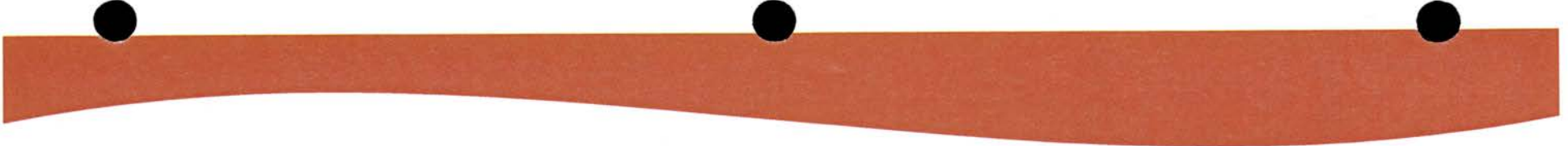
- Purpose to plan for land uses around station areas
Lower Afton (St. Paul), Newport, Cottage Grove, Hastings
- Design station sites to service express bus in interim and commuter rail in long-term
- Develop long-term vision for station areas based on community input



Public Involvement

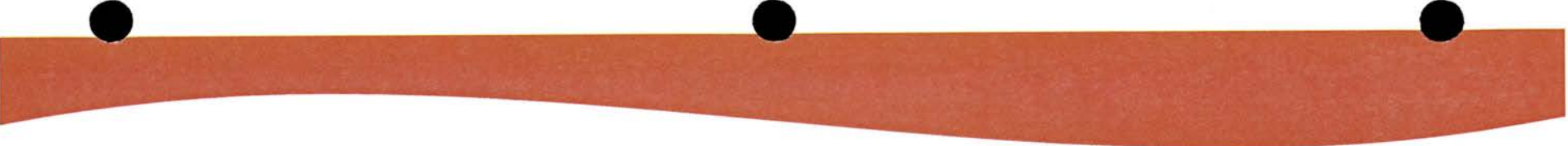
- Focus Groups, Visioning Session and 3 rounds of Open Houses
- Website, Red Rock e-News, Red Rock Newsletters, Community Newsletters & local papers





Public Involvement

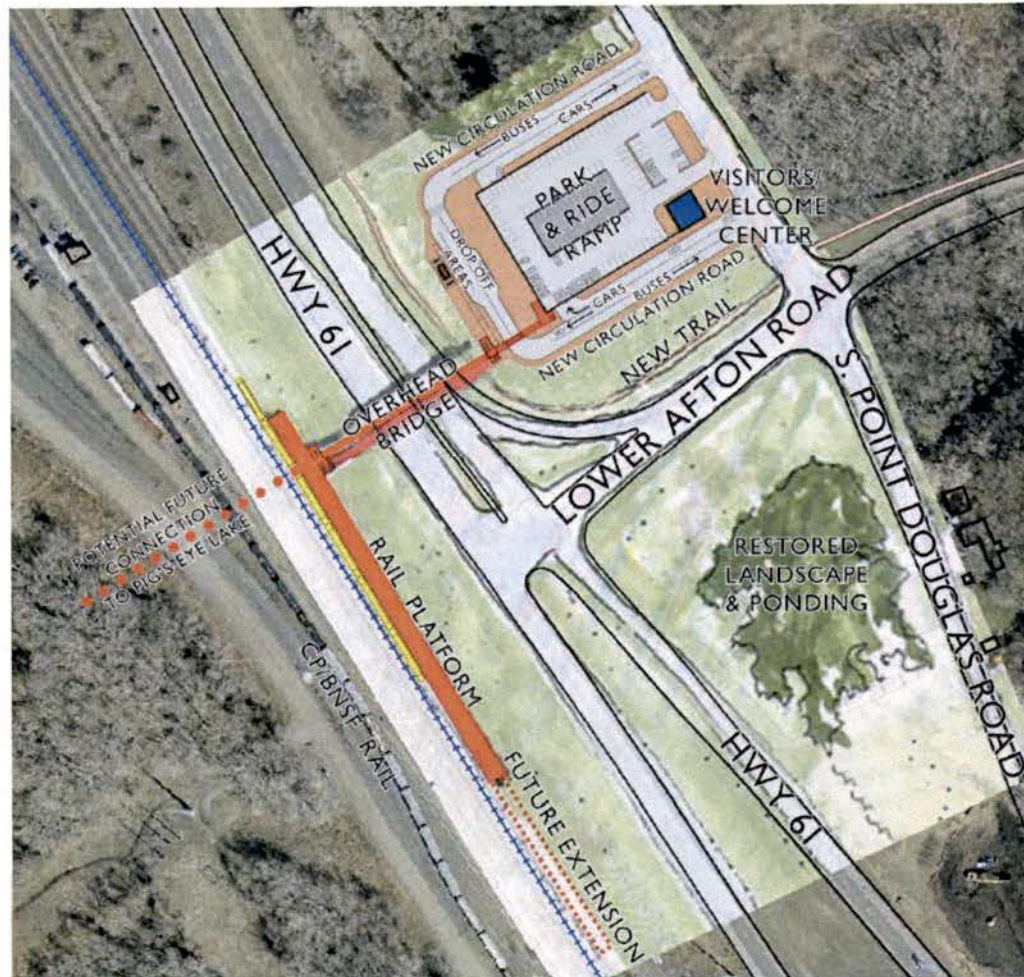
- Project Management Team (PMT)
- Citizens Advisory Committee (CAC)
- Transit-Oriented Development (TOD) Tour



Project Principals

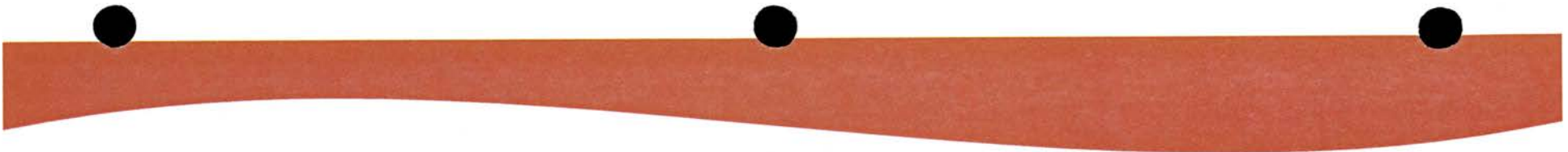
- Create a place, not just a project
- Concentrate development near transit
- Balance commuter parking with development
- Connect to existing uses and neighborhoods
- Incorporate Sustainability
- Allow the project to be phased over time

Lower Afton Concept Plan (2040)



Illustrative Vision

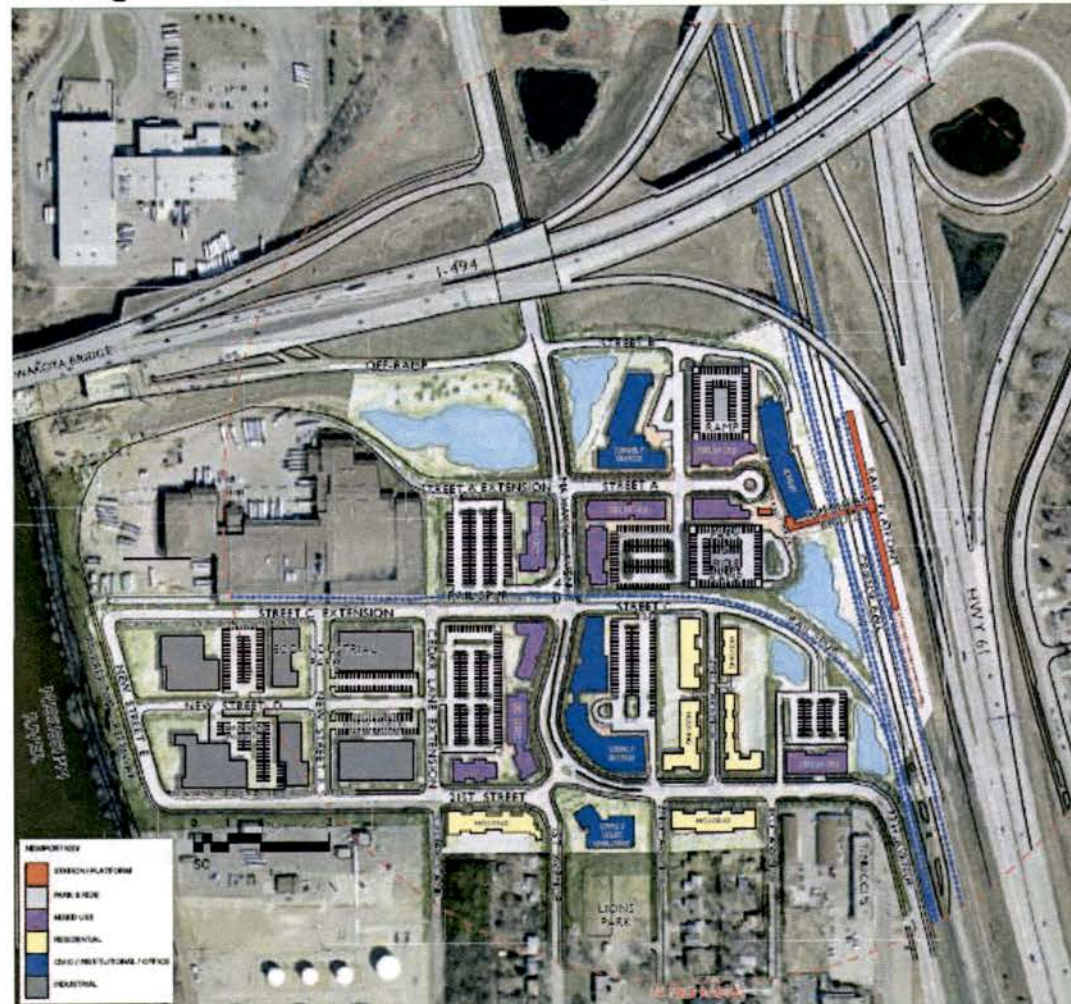




Lower Afton Rd. Station Next Steps

- Continue coordination efforts with City of Saint Paul, Metro Transit, Mn/DOT, Great River Park Project, East Metro Rail Capacity Study, Ramsey County Parks, Railroads, etc.
- Promote improved transit and economic development in the Corridor

Newport Concept Plan (2040)



Illustrative Vision



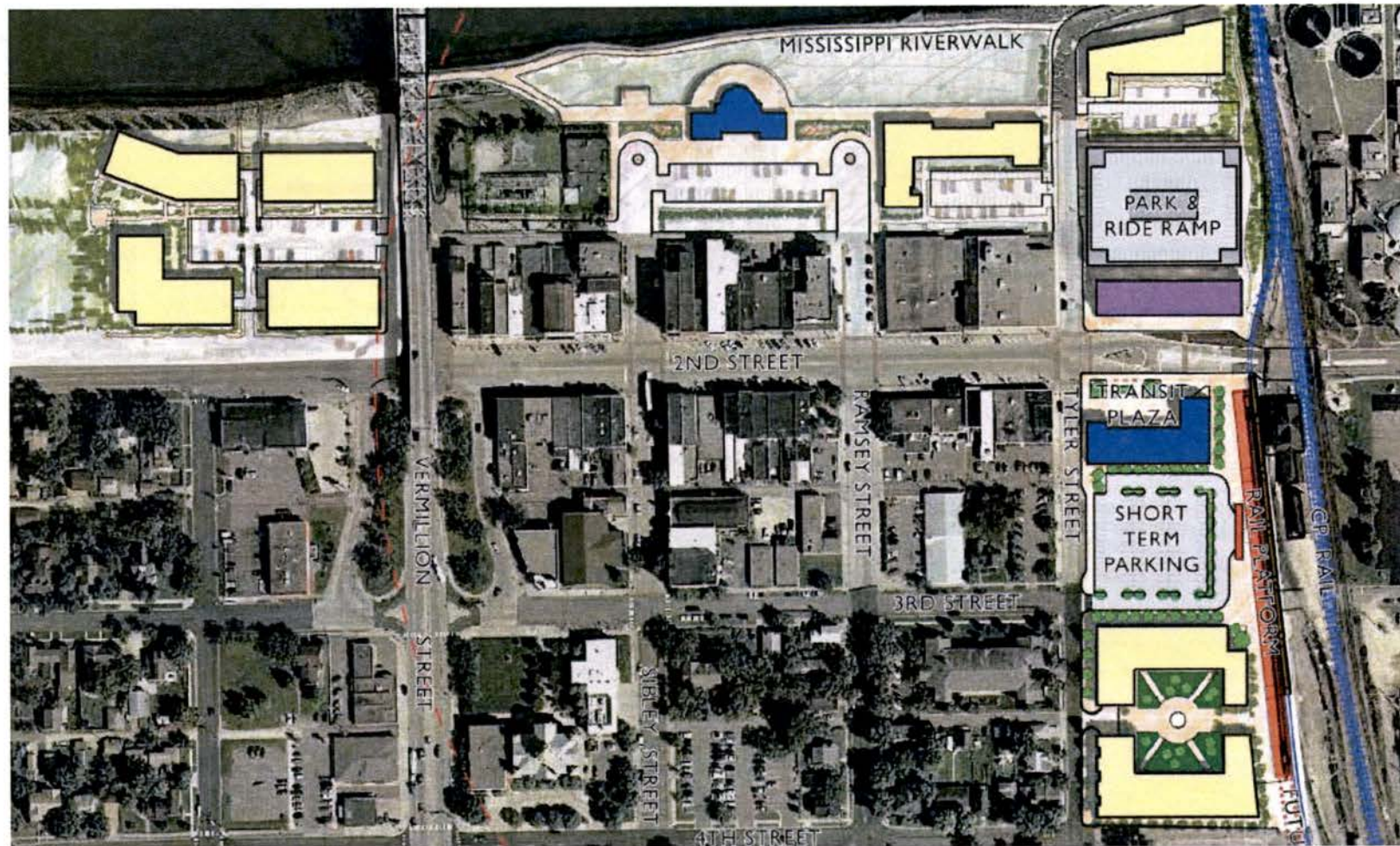
Langdon Village Concept Plan (2040)



Illustrative Vision



Hastings Concept Plan (2040)



Illustrative Vision



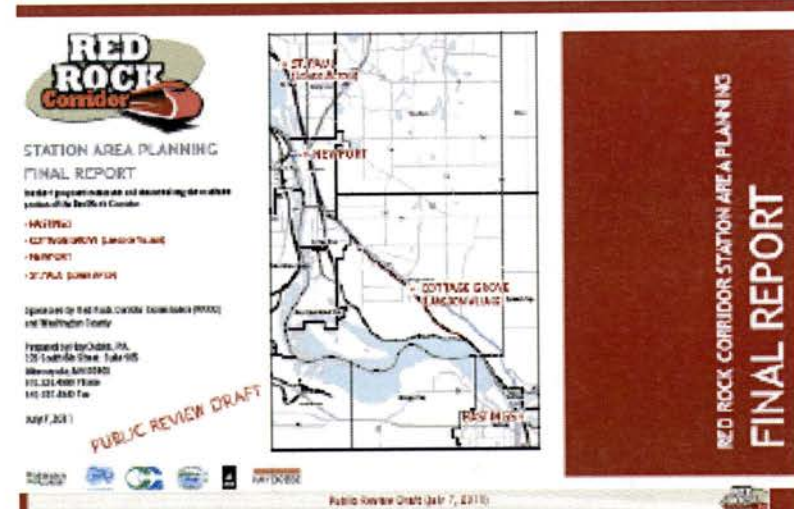


What we learned

- Property values increase near station areas
- Prevailing character is important determinant of new development type
- Transit service by itself does not spur development
- Expanding transit systems increase demand for TOD
- Target market for TOD is typically older couples and young singles

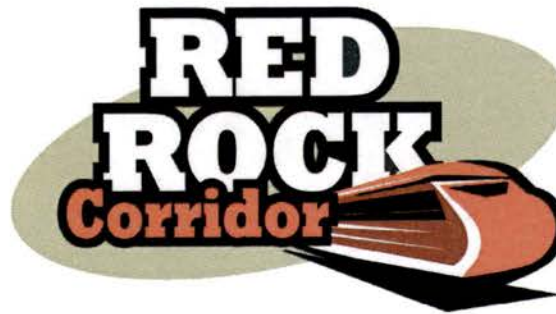
SAP Approval Process

- June 30, RRCC Approves Release of Report for Public Comment
 - Endorsement by City and County Partners
 - Accepting Comments
- Final RRCC Approval
September 2011

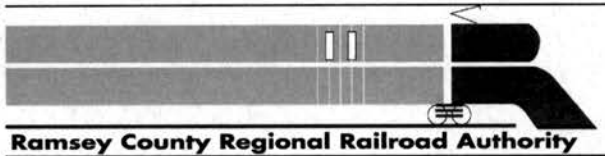


Report available online at www.redrockrail.org

Thank you



Andy Gitzlaff
Senior Transportation Planner
Washington County
651-430-4338
andy.gitzlaff@co.washington.mn.us



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

REGIONAL RAILROAD AUTHORITY MEETING

September 6, 2011

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

ROLL CALL and Call to Order

AGENDA of the September 6, 2011 Regional Railroad Authority Meeting is presented for approval.

MINUTES of the August 16, 2011 Regional Railroad Authority Meeting is presented for approval.

ADMINISTRATIVE AGENDA

1. Resolution supporting the enactment of a federal transportation bill

Board Action Requested:

- 1) Support the passage by Congress of a six-year surface transportation bill that provides at least \$286.4 billion in federal funding for surface transportation.
- 2) Support mass transit receiving at least \$52.6 billion from the next six year surface transportation bill.
- 3) Support maintaining and increasing funding from current levels is essential to the continued advancement of the Ramsey County Regional Railroad Authority's Priority Projects and putting Americans back to work.

2. Central Corridor project update and approval of existing RCRRA funding for project contingency items

Board Action Requested:

Approve the use of up to \$2.38 million of Ramsey County Regional Railroad Authority existing funding commitment to the Central Corridor Light Rail Project as its seven percent share of a \$34 million contingency expenditure for the project.

3. 2012-2013 Ramsey County Regional Railroad Authority Proposed Budgets

Board Action Requested:

Discussion will occur on the 2012-2013 RCRRA proposed budgets.

CORRIDOR UPDATES

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

August 16, 2011

The Ramsey County Regional Railroad Authority met with the following members present: Bennett, Carter, Ortega, Reinhardt, Rettman, McDonough – 6. Absent: Parker – 1. Also present was Julie Kleinschmidt, County Manager and James Mogan, Assistant County Attorney, Ramsey County Attorney's Office.

Chair McDonough called the meeting to order at 10:15 AM.

AGENDA

Commissioner Reinhardt moved approval of the Agenda of the August 16, 2011 Board Meeting, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Reinhardt, Rettman, McDonough – 6. Nays – 0.

MINUTES

Commissioner Carter moved approval of the Minutes of the July 26, 2011 Board Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega, Reinhardt, Rettman, McDonough – 6. Nays – 0.

1. Land Use License with Arvig Communications

Commissioner Reinhardt moved approval of the following resolution, seconded by Commissioner Bennett. Roll Call: Ayes – Bennett, Carter, Ortega, Reinhardt, Rettman, McDonough – 6. Nays – 0. (R11-26)

WHEREAS, Arvig Enterprises Inc. has requested a Land Use License to install two, one and one quarter inch HDPE conduits crossing under and perpendicular to the Bruce Vento Trail in the area immediately North of Larpenteur Ave., between N. English St. and N. McAfee St.; and

WHEREAS, This use does not interfere with the present day and future use of the property; the Ramsey County Regional Railroad Authority may terminate the License without cause, for any reason in its sole and absolute discretion; the License will bring \$1,062.59, plus 3% annum, to the Ramsey County Regional Railroad Authority.; Now, Therefore, be it

RESOLVED, The Ramsey County Regional Railroad Authority approves and authorizes its Chair to sign the Land Use License with Arvig Communications.

2. Resolution supporting the submittal of the Metropolitan Council application for 2012 Counties Transit Improvement Board funding for the Central Corridor Light Rail Transit Project

Commissioner Ortega moved approval of the following resolution, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Reinhardt, Rettman, McDonough – 6. Nays – 0. (R11-27)

WHEREAS, The Ramsey County Regional Railroad Authority (RCRRA) has supported the Central Corridor Light Rail Transit (CCLRT) Project through Alternatives Analysis, preliminary and final design and advance construction; and

WHEREAS, The Counties Transit Improvement Board (CTIB) is responsible for 30% of the cost of the project; and

WHEREAS, The Metropolitan Council is the project sponsor responsible for delivering CCLRT on budget and on schedule, and

WHEREAS, A Full Funding Grant Agreement is in place with the Federal Transit Administration to provide 50% of the project funding; and

WHEREAS, The Metropolitan Council intends to submit a capital grant application to CTIB for 2012 for \$97,879,633 to advance CCLRT, Now, Therefore Be It

RESOLVED, The Ramsey County Regional Railroad Authority supports the submittal of a 2012 application by the Metropolitan Council to CTIB for Central Corridor LRT for \$97,879,633.

3. Rush Line Commuter Coach Project continued bus service

Commissioner Reinhardt moved approval of the following resolution, seconded by Commissioner Ortega. Roll Call: Ayes – Bennett, Carter, Ortega, Reinhardt, Rettman, McDonough – 6. Nays – 0. (R11-28)

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

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

WHEREAS, The Task Force approved the initiation of a 12 month commuter coach demonstration route (Route 285) between the Forest Lake area and the Union Depot in downtown St. Paul on October 18, 2010; and

WHEREAS, This service includes four morning inbound trips and four afternoon outbound trips; and

WHEREAS, The estimated cost of this service was \$794,000; and

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

WHEREAS, The \$472,200 commitment was split equally between Anoka, Chisago, Ramsey, and Washington Counties (funding partners) as \$118,050 each; and

WHEREAS, The actual cost of the service for the first year is approximately \$406,000 resulting in the use of approximately \$57,000 of each funding partner's \$118,050 commitment; and

WHEREAS, The Task Force has authorized the continuation of route 285 for an additional twelve months to October 31, 2012; and

WHEREAS, The extension of the service is contingent upon the authorization by each funding partner to use its remaining funds for the continuation route 285; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes the continuation of Route 285 for a second year of service at no additional cost to the Ramsey County Regional Railroad Authority.

Commissioner Reinhardt said the financial partners are the counties of Chisago, Anoka, Washington and Ramsey. They were able to craft a contract that allowed them to extend this for a second year at the same cost. Ridership is steadily increasing and they are confident it will reach the projected 200 rides per day.

4. Red Rock Station Area Planning Study – Presentation

[The presentation is on file with the RCRRA office]

Andy Gitzlaff, a senior transportation planner with Washington County and the project manager for the Red Rock Corridor (RRC), introduced himself and said he would present an overview of the Station Area Planning (SAP) project. The RRC is a 30 mile corridor that is an identified transitway in the Metropolitan Council's 2030 Transportation Policy Plan. The corridor begins in Hastings, Minnesota, and travels up along Highway 61 through Cottage Grove, Newport, and the City of St. Paul. It makes a stop at the Union Depot in St. Paul and continues ultimately to the Minneapolis Interchange. The guiding work for the SAP study was a recommended strategy from the Alternatives Analysis (AA) that was completed in 2007. The AA identified commuter rail running along the existing freight line as the best long-term investment for this

corridor. The SAP study began in 2009 and is led by the Red Rock Corridor Commission (RRCC), which is the joint powers board that advocates for the transportation needs of the corridor. The Counties of Ramsey, Hennepin, Dakota, and Washington are members of this commission, as are the cities along the corridor. The purpose of the study is to plan for land uses around the four station areas (Lower Afton Road, Newport, Cottage Grove, Hastings), design these sites to service express bus in the interim and transition to commuter rail in long-term, and develop the long-term vision based on community input. Mr. Gitzlaff emphasized that this is really the community's plan with the RRC's "stamp of approval". He gave an overview of some of the public involvement activities that have occurred, which included focus groups, visioning sessions and three rounds of open houses. The RRC website, e-news, newsletters, and community newsletters and local papers are also ways they maintain public involvement.

Mr. Gitzlaff gave an overview of the Lower Afton Road station concept plan. He said the recommendation for this site is to move the park and ride to the north of Lower Afton Road for the long-term purpose of providing more space, relieving traffic access, and serving as a gateway into the Battle Creek Park area.

Chair McDonough said the Lower Afton Road station is in his district, and that it has been identified as a proposed stop because the current park and ride has been at capacity for a long period of time with parking overflowing into the community. The Metro Transit has indicated a desire to expand the current parking lot. He asked if RRCC has taken the position to work with the community and with the Metropolitan Council in making these investments based on the future vision of moving the parking lot to the north of Lower Afton.

Commissioner Rettman commented that the community has been involved in the process, as the RRC is currently in a public comment period, and action will be taken at the September RRCC meeting. She suggested that the RCRRA board draft a resolution to show support for the future location of the Lower Afton Road park and ride.

Commissioner Bennett asked if the park and ride will be adequate in size for the future if it is moved to the north.

Mr. Gitzlaff said adequate space exists for future growth of the facility and there is also potential for sharing resources with Battle Creek Regional Park.

Commissioner Rettman asked if they have received any feedback against moving it to the north.

Mr. Gitzlaff pointed out that both the existing and future park ride locations are within Mn/DOT right of way. The current park and ride is owned by Met Council/Metro Transit. RRC heard that Met Council originally had plans to expand the current location but community input was strongly in favor of moving it to the north. Metro Transit is now going back to the drawing board to look at different options.

Chair McDonough directed staff to draft a resolution of support for the future park and ride location at Lower Afton Road that can be taken to the RRCC and the Met Council.

Mr. Gitzlaff gave overviews of the Newport, Langdon Village (Cottage Grove), and Hastings station concept plans. In completing many case studies of other projects around the region and around the country, they learned several important factors: Property values increase near stations; Prevailing character is an important determinant of new development type; Transit service alone does not spur development; Expanding transit systems increase demand for transit oriented development (TOD); Target market for TOD is typically older couples and young singles. In discussing the SAP approval process, Mr. Gitzlaff said on June 30th, 2011 the RRCC approved the release of reports for public comments and they are in the process of accepting public comments. The RRC has also received endorsement by city and county partners. RRCC approval of the final plan will take place in September 2011.

CORRIDOR UPDATES

- Gateway Corridor

Commissioner Ortega reported that the Gateway Corridor Commission has been working on their Alternatives Analysis and the various alignments to be studied. It should be near completion in the

next few months, and that the RCRRA board could perhaps receive a presentation on the findings at that point.

- Central Corridor Light Rail (CCLRT)

Commissioner Carter reported that the Central Corridor Management Committee passed their approval of the Met Council's submission for 2012 Counties Transit Improvement Board Funds for the CCLRT Project. She said the project is 20% complete, with 1000 jobs created, and much construction work that has been taking place in downtown St. Paul will be wrapping for the season. Traffic flow along University Avenue has been moved from the north to the south side in segments to accommodate the construction taking place. She added that Snelling Avenue is currently being poured and will be completed before the start of the State Fair. We are working aggressively with businesses along the corridor; the loan funds are out and have been applied for by numerous businesses. Metropolitan Council Chair Susan Haigh has been actively building relations with businesses along the corridor to ensure that the businesses can raise their confidence about remaining and thriving in the corridor.

Chair McDonough added that Commissioners should schedule their lunch meetings at restaurants along the corridor and see the progress taking place.

- High Speed Rail (HSR) Corridor

Commissioner Rettman reported that the August 4 HSR Commission meeting took place at the Winona County Historical Museum. She emphasized Winona's enthusiasm for HSR.

ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned at 10:55 AM.

EXECUTIVE SESSION

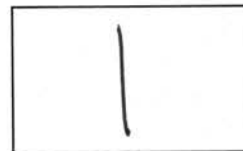
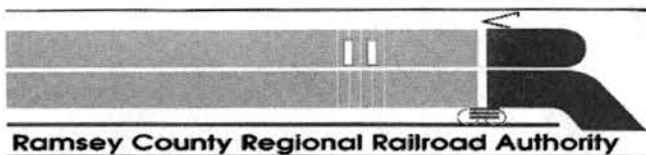
The Ramsey County Regional Railroad Authority Executive Session was called to order at 11:05 A.M., with the following members present: Bennett, Carter, Ortega, Reinhardt, Rettman, and Chair McDonough – 6. Absent: Parker - 1. Also present were: Julie Kleinschmidt, County Manager; James Mogan, Assistant County Attorney; Lee Mehrkens, Director, Budgeting and Accounting; Tim Mayasich, Director, Ramsey County Regional Railroad Authority; Jolly Mangine, Director, Property Management, Josh Olson, Planning Specialist, Ramsey County Regional Railroad Authority.

Re: Union Depot Offices

Commissioner Bennett moved approval of the following resolution, seconded by Commissioner Ortega. Roll Call: Ayes – Bennett, Carter, Ortega, Reinhardt, McDonough – 5. Nays – Rettman - 1. (R11-29)

NOW, THEREFORE, BE IT RESOLVED, The Board of the Ramsey County Regional Railroad Authority authorizes its staff to proceed with the matter discussed in this Executive Session.

The Executive Session was adjourned at 11:12 a.m.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 09/06/11

Regional Railroad Authority Meeting Date:

SUBJECT: Resolution supporting the enactment of a federal transportation bill

EXECUTIVE SUMMARY

The current federal transportation bill, SAFETEA-LU, expired on Sept. 30, 2009. Rather than taking on the task of passing a new comprehensive transportation bill, Congress has extended the existing bill by continuing resolution multiple times. In its original six-year form, SAFETEA-LU provided \$286 billion for surface transportation throughout the United States. When the latest continuing resolution expires on Sept. 30, 2011, Congress will need to take action to ensure that federal transportation funding continues to flow.

The Ramsey County Regional Railroad Authority (RCRRA) is currently utilizing federal funds for two major projects. The first is the Central Corridor Light Rail Transit Project, to which the federal government has pledged \$478 million for construction. The second is the Union Depot, to which Congress has pledged \$124 million for construction. Without the expected and continued funding of these projects by the federal government, these projects could be significantly delayed and jobs would be lost.

(The Executive Summary is continued on the following page.)

ACTION REQUESTED

1. Support the passage by Congress of a six-year surface transportation bill that provides at least \$286.4 billion in federal funding for surface transportation.
2. Support mass transit receiving at least \$52.6 billion from the next six year surface transportation bill.
3. Support maintaining and increasing funding from current levels is essential to the continued advancement of the Ramsey County Regional Railroad Authority's Priority Projects and putting Americans back to work.

(Executive Summary continued)

Additionally, federal funding is important to the continued analysis of projects where the RCRRA plays a key role. Without federal funding, projects such as the Gateway, Red Rock, Rush Line, and Robert Street corridors, high-speed rail to Chicago, and additional Amtrak service will be difficult to advance.

Work is progressing at the federal level. Both the House and the Senate have draft surface transportation bills working their way through the committee process. There are significant differences between the two bills and their approach to funding surface transportation. The Senate bill covers two years at the existing funding levels, while the House bill covers six years at only \$230 billion—a cut of approximately \$60 billion, or 35% over existing funding. While the reduced funding in the House bill reflects the revenue forecasts for the federal gas tax, it is moving in the wrong direction. The Senate bill maintains existing funding levels, but would need to provide \$12 billion in additional funding above what the gas tax is forecast to provide.

The future of transitways in Ramsey County is predicated on stable and predictable funding sources. The RCRRA and Ramsey County provide this predictability on the local level via the Counties Transit Improvement Board, the property tax levy and a history of securing state funding. The loss or reduction of federal funding would undermine the efforts of the RCRRA and many others to develop a comprehensive transitway system for the Twin Cities.

SUBJECT: Resolution supporting the enactment of a federal transportation bill

ATTACHMENTS:

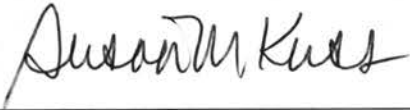
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

A federal transportation bill that provides adequate and predictable funding is critically important to the continued implementation of transitways in Ramsey County and the greater Twin Cities region.

SUBJECT: Resolution supporting the enactment of a federal transportation bill

Regional Railroad Authority – Authorized Signature	Date
	8/31/11

Budgeting & Accounting – Authorized Signature	Date
	8/31/11

County Attorney – Authorized Signature	Date
	8/30/2011

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

Subject: Resolution supporting the enactment of a federal transportation bill

Draft Resolution

1 WHEREAS, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy
2 for Users (SAFETEA-LU) was signed into law on August 10, 2005 and provided \$286.4 billion in
3 federal funds for surface transportation; and

4
5 WHEREAS, SAFETEA-LU expired on September 30, 2009, and has been extended by
6 continuing resolutions through September 30, 2011; and

7
8 WHEREAS, An additional continuing resolution or a new federal surface transportation bill
9 will need to be enacted prior to September 30, 2011, or federal funding for surface transportation
10 will cease; and

11
12 WHEREAS, The loss or reduction of federal funding for surface transportation will negatively
13 impact the Ramsey County Regional Rail Road Authority's construction and planning projects; and

14
15 WHEREAS, These projects include the Central Corridor, the Union Depot, and the
16 Gateway, Rush Line, Red Rock, and Robert Street corridors (Priority Projects); and

17
18 WHEREAS, These projects require a stable and predictable federal funding source; and

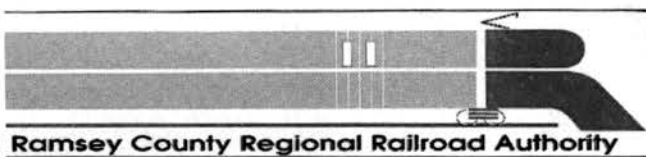
19
20 WHEREAS, The loss of a stable and predictable federal funding source will negatively
21 impact the ability of the RCRRA to advance its Priority Projects; and

22
23 WHEREAS, The Ramsey County Regional Railroad Authority supports maintaining or
24 increasing the \$286.4 billion in federal surface transportation funding provided under SAFETEA-
25 LU. Now, Therefore, Be It

26
27 RESOLVED, The Ramsey County Regional Railroad Authority supports the passage by
28 Congress of a six-year surface transportation bill that provides at least \$286.4 billion in federal
29 funding for surface transportation; and Be It Further

30
31 RESOLVED, The Ramsey County Regional Railroad Authority supports the distribution of at
32 least \$52.6 billion from the next six year surface transportation bill for mass transit; and Be It
33 Further

34
35 RESOLVED, The Ramsey County Regional Railroad Authority supports increased funding
36 as essential to the continued advancement of the Ramsey County Regional Railroad Authority's
37 Priority Projects and putting Americans back to work.



2

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 09/06/11

Regional Railroad Authority Meeting Date:

SUBJECT: Central Corridor project update and approval of existing RCRRA funding for project contingency items

EXECUTIVE SUMMARY

Mark Fuhrmann from the Central Corridor Project Office will provide an update on the project and the status of project contingency.

The Central Corridor project budget remains at \$956.9 million. The Ramsey County Regional Railroad Authority (RCRRA) share is seven percent. The budget includes \$155 million in contingency funding to protect against unanticipated project costs that might be incurred. The budget also includes a schedule for how the required contingency amounts can be reduced at various contingency "hold points" as the project proceeds and the risk of unanticipated costs decline.

The 20% construction hold point has just been achieved and the project office calculates that \$34 million in contingency is available for use. RCRRA's current commitment of seven percent of project costs, up to \$67 million, includes this contingency.

The Central Corridor Project Office has requested that RCRRA approve use of \$2.38 million of its local share contribution toward contingency expenditures of \$34 million. This does not increase RCRRA's total commitment to the project beyond what has already been approved.

ACTION REQUESTED

Approve the use of up to \$2.38 million of Ramsey County Regional Railroad Authority existing funding commitment to the Central Corridor Light Rail Project as its seven percent share of a \$34 million contingency expenditure for the project.

1

SUBJECT: Central Corridor project update and approval of existing RCRRA funding for project contingency items

ATTACHMENTS:

PREVIOUS ACTION:

Resolution R10-31, dated May 11, 2010 authorizing an RCRRA share for the Central Corridor Light Rail Project of seven percent, up to a maximum of \$67,000,000.

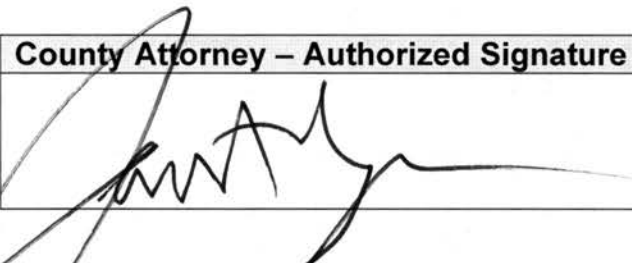
COUNTY MANAGER'S COMMENTS:

Central Corridor project costs are running below budget which allows for improvements to the project while staying within budget.

SUBJECT: Central Corridor project update and approval of existing RCRRA funding for project contingency items

Regional Railroad Authority – Authorized Signature	Date
	8/31/11

Budgeting & Accounting – Authorized Signature	Date
	8/31/11

County Attorney – Authorized Signature	Date
	8/31/11

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Central Corridor project update and approval of existing RCRRA funding for project contingency items

Draft Resolution

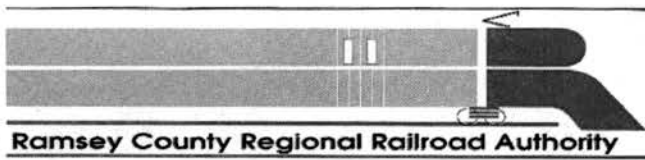
1 WHEREAS, The Ramsey County Regional Railroad Authority has supported
2 implementation of the Central Corridor Light Rail Project in a way that provides maximum benefits
3 to the citizens of Ramsey County, and
4

5 WHEREAS, Project construction has progressed to a point that allows use of some
6 budgeted contingency funds for project improvements, and
7

8 WHEREAS, Contingency expenditures must be for improvements that enhance the project,
9 and
10

11 WHEREAS, Approximately \$2.38 million in existing Ramsey County Regional Railroad
12 Authority local share is required to match other project funds and support \$34 million in
13 contingency expenses. Now, Therefore, Be It
14

15 RESOLVED, The Ramsey County Regional Railroad Authority approves the use of up to
16 \$2.38 million of its existing funding commitment to the Central Corridor Light Rail Project as its
17 seven percent share of a \$34 million contingency expenditure for the project.



3

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 09/06/11

Regional Railroad Authority Meeting Date: _____

SUBJECT: 2012-2013 Ramsey County Regional Railroad Authority Proposed Budgets

EXECUTIVE SUMMARY

The Ramsey County Regional Railroad Authority Director will present the proposed 2012-2013 RCRRA budgets for discussion. The 2012 proposed budget is \$15,202,568. The 2013 proposed budget is \$17,127,615.

On September 13, 2011, the Ramsey County Regional Railroad Authority will certify the 2012 maximum tax levy.

On December 13, 2011 the Ramsey County Regional Railroad Authority (RCRRA) will approve the two-year 2012-2013 RCRRA budgets and the 2012 RCRRA tax levy.

ACTION REQUESTED

Discussion will occur on the 2012-2013 RCRRA proposed budgets.

SUBJECT: 2012-2013 RCRRA Proposed Budgets

ATTACHMENTS:

2012-2013 RCRRA Proposed Budget

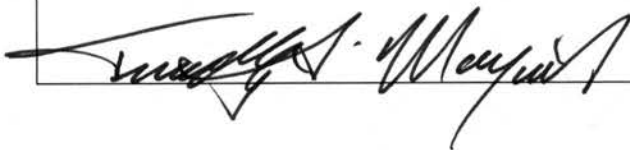
PREVIOUS ACTION:

COUNTY MANAGER'S COMMENTS:

SUBJECT: 2012-2013 RCRRA Proposed Budgets

Regional Railroad Authority – Authorized Signature

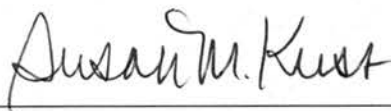
Date



8/31/11

Budgeting & Accounting – Authorized Signature

Date



8/31/11

County Attorney – Authorized Signature

Date



8/30/2011

Property Management – Authorized Signature

Date

Information Services – Authorized Signature

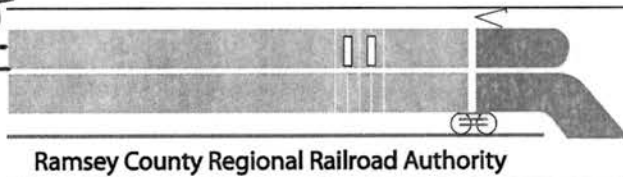
Date

Other – Authorized Signature

Date

2012-2013 Proposed Budget

Attachment



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.

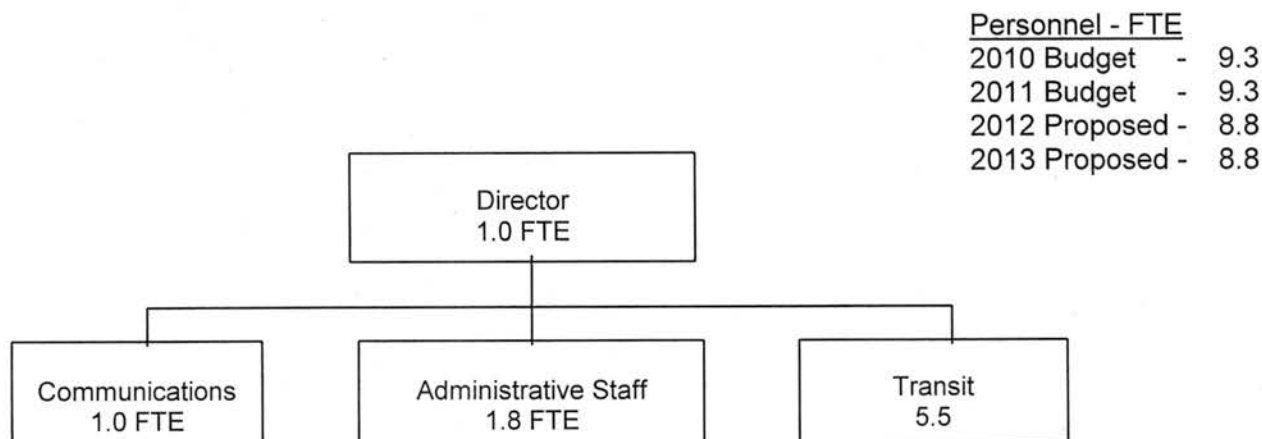
The Ramsey County Regional Railroad Authority recognizes the importance of transit to the mobility of people in the county and its importance in maintaining a strong economy in the county. For those reasons, the Railroad Authority plans, advocates, designs, communicates, educates, coordinates, implements, 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 INDICATOR

A variety of safe and effective transportation options benefit the community.

2011 ORGANIZATION CHART



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

BUDGET SUMMARY

	2010 Actual	2011 Approved	2012 Target	2013 Target
Expenditure/Appropriation	31,916,876	154,442,134	15,202,568	17,127,615
Revenue/Estimated Revenue	13,367,941	136,025,045	121,000	817,171
Fund Balance	951,125	1,082,971	4,418,492	3,189,616
RCRRA Tax Levy	19,500,060	19,500,060	19,500,060	19,500,060
Allowance for Uncollectible Taxes	438,751	438,751	438,751	438,751
Total RCRRA Tax Levy	19,938,811	19,938,811	19,938,811	19,938,811

Inc/(Dec) from Previous Year

% Inc/-Dec from Previous Year

Inc/(Dec) for 2 Years

% Inc/-Dec for 2 Years

TAX LEVY SUMMARY BY BUDGET

	2010 Approved	2011 Approved	2012 Target	2013 Target
OPERATING BUDGET				
Total Expenditure/Appropriation	1,399,895	2,942,134	3,502,568	5,427,615
Total Revenue/Estimated Revenue	67,941	225,045	121,000	817,171
Fund Balance	-	-	-	-
Operating Tax Levy	1,331,954	2,717,089	3,381,568	4,610,444
Allowance for Uncollectible Taxes	29,968	61,134	76,085	103,735
Total Operating Tax Levy	1,361,922	2,778,223	3,457,653	4,714,179

Inc/(Dec) from Previous Year

% Inc/-Dec from Previous Year

679,431

24.5%

1,256,526

36.3%

Inc/(Dec) for 2 Years

% Inc/-Dec for 2 Years

1,935,956

69.7%

CAPITAL PROJECTS

Total Capital Projects Appropriation	30,516,981	151,500,000	11,700,000	11,700,000
Total Revenue/Estimated Revenue	13,300,000	135,800,000	-	-
Fund Balance	951,125	1,082,971	4,418,492	3,189,616
Capital Tax Levy	18,168,106	16,782,971	16,118,492	14,889,616
Allowance for Uncollectible Taxes	408,782	377,617	362,666	335,016
Total Capital Tax Levy	18,576,888	17,160,588	16,481,158	15,224,632

Inc/(Dec) from Previous Year

% Inc/-Dec from Previous Year

(679,430)

-4.0%

(1,256,526)

-7.6%

Inc/(Dec) for 2 Years

% Inc/-Dec for 2 Years

(1,935,955)

-11.3%

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Code	Title	2010 Actual	2011 Approved	2012 Target	2013 Target
OPERATING BUDGET					
150101	Regional Railroad Administration	1,014,876	1,903,853	1,615,919	1,516,965
150201	Central Corridor	122,832	188,100	68,500	67,000
150301	Union Depot	144,922	286,600	280,600	2,074,565
150401	Diagonal Property - Roseville	-	5,000	5,000	5,000
150402	NE Corridor Maintenance Kellogg to Beam	50,807	82,581	77,249	72,485
150501	Rush Line Corridor	13,451	57,000	302,600	298,200
150601	Red Rock Corridor	10,933	41,000	39,900	38,800
150701	Robert Street Corridor	-	56,000	227,900	225,800
150801	Gateway Corridor	10,610	251,000	549,600	798,200
150901	High Speed Rail	31,346	56,000	301,600	298,200
151001	Riverview Corridor	118	15,000	33,700	32,400

Total Expenditure/Appropriation RCRRA	1,399,895	2,942,134	3,502,568	5,427,615
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REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	2010 Actual	2011 Approved	2012 Target	2013 Target
OPERATING BUDGET					
150101	Regional Railroad Administration	27,941	175,000	25,000	30,000
150301	Union Depot	25,704	36,645	81,600	772,771
150402	NE Corridor Maintenance Kellogg to Beam	14,296	13,000	14,000	14,000
150501	Rush Line Corridor	-	400	400	400
Total Revenue/Estimated Revenue		67,941	225,045	121,000	817,171

Fund Balance	-	-	-	-
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RCRRA OPERATING TAX LEVY SUMMARY

Tax Levy	1,331,954	2,717,089	3,381,568	4,610,444
Allowance for Uncollectible Tax	29,968	61,134	76,085	103,735
Net Tax Levy	1,361,922	2,778,223	3,457,653	4,714,179

Inc/(Dec) from Previous Year	679,430	1,256,526
% Inc/-Dec from Previous Year	24.5%	36.3%

Inc/(Dec) for 2 Years	1,935,956
% Inc/-Dec for 2 Years	69.7%

6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
17801 - CAPITAL PROJECTS

EXPENDITURE/APPROPRIATION SUMMARY BY DIVISION

Code	Title	2010 Actual	2011 Approved	2012 Target	2013 Target
CAPITAL PROJECTS					
150280	Central Corridor PE	10,769,870	2,200,000	11,200,000	11,200,000
150380	Union Depot	19,747,111	147,800,000	-	-
150480	Property Acquisition	-	1,500,000	500,000	500,000
	Total Capital Projects	30,516,981	151,500,000	11,700,000	11,700,000
Inc/(Dec) from Previous Year				(139,800,000)	-
% Inc/-Dec from Previous Year				-92.3%	-
Inc/(Dec) for 2 Years				(139,800,000)	
% Inc/-Dec for 2 Years				-92.3%	

REVENUE/ESTIMATED REVENUE & FUND BALANCE SUMMARY BY DIVISION

Code	Title	2010 Actual	2011 Approved	2012 Target	2013 Target
CAPITAL PROJECTS					
150380	Special Projects - Federal	13,300,000	135,800,000	-	-
	Total Capital Projects	13,300,000	135,800,000	-	-
Inc/(Dec) from Previous Year				(135,800,000)	-
% Inc/-Dec from Previous Year				-100.0%	-
Inc/(Dec) for 2 Years				(135,800,000)	
% Inc/-Dec for 2 Years				-100.0%	

RCRRA CAPITAL TAX LEVY SUMMARY

Subtotal Capital Budget Levy	17,216,981	15,700,000	11,700,000	11,700,000
Fund Balance	951,125	1,082,971	4,418,492	3,189,616
Tax Levy	18,168,106	16,782,971	16,118,492	14,889,616
Allowance for Uncollectible Tax	408,782	377,617	362,666	335,016
Net Tax Levy	18,576,888	17,160,588	16,481,158	15,224,632

Inc/(Dec) from Previous Year			(679,430)	(1,256,526)
% Inc/-Dec from Previous Year			-4.0%	-7.6%
Inc/(Dec) for 2 Years				(1,935,955)
% Inc/-Dec for 2 Years				-11.3%

PERSONNEL SUMMARY BY DIVISION

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Permanent FTE	2010 Budget	2011 Approved	2012 Proposed	2013 Proposed
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	0.80	0.80	0.80	0.80
Public Information Associate	1.00	1.00	1.00	1.00
Engineer IV	1.00	1.00	1.00	1.00
Engineering Technician	0.50	0.50	0.00	0.00
Planning Specialist I	1.00	1.00	1.00	1.00
*Project Manager	1.00	1.00	1.00	1.00
**Public Communications Manager	0.00	0.00	0.00	0.00
**R/W Specialist	0.00	0.00	0.00	0.00

Total FTE	9.30	9.30	8.80	8.80
Inc/(Dec) from Previous Year			(0.50)	-
Inc/(Dec) for 2 Years			(0.50)	(0.50)

Notes:

* - Starred position. Position budgeted for and listed on personnel complement.

** - Positions budgeted for but on loan from the County Manager and Property Management Departments.

PROGRAM / SERVICE ALLOCATION (2012 PROPOSED)

REGIONAL RAILROAD AUTHORITY

Program / Service	Mand./ Discr.	2012 Proposed			
		FTE's	Budget	Financing	Levy
Administration (RCRRA)	D	5.42	1,615,919	25,000	1,590,919
Central Corridor Prelim Engineering	M	0.08	68,500	-	68,500
Union Depot	D/M	0.54	280,600	81,600	199,000
Other Corridor Projects	D	1.37	1,537,549	14,400	1,523,149
Capital Projects					
Union Depot	D/M	0.00	-	-	-
Central Corridor PE	M	1.39	11,200,000	-	11,200,000
Property Acquisition	D	0.00	500,000	-	500,000
Fund Balance	D	0.00	-	(4,418,492)	4,418,492
		8.80	15,202,568	(4,297,492)	19,500,060

SUMMARY

		Levy %	FTE's	Budget	Financing	Levy
Total Mandated	M	57.8%	1.47	11,268,500	-	11,268,500
Total Mandated/Discretionary	M/D	0.0%	0.00	-	-	-
Total Discretionary/Mandated	D/M	1.0%	0.54	280,600	81,600	199,000
Total Discretionary	D	41.2%	6.79	3,653,468	(4,379,092)	8,032,560
Total Legal Obligations	LO	0.0%	0.00	-	-	-
			8.80	15,202,568	(4,297,492)	19,500,060
2011 Approved Budget			9.30	154,442,134	136,025,045	18,417,089
Inc/(Dec) from 2011 Year			(0.5)	-139,239,566	-140,322,537	1,082,971
% Inc/(Dec) from 2011 Year			-5.4%	-90.2%	-103.2%	5.9%

PROGRAM / SERVICE ALLOCATION (2012 PROPOSED)
CHANGE FROM 2011 BUDGET

REGIONAL RAILROAD AUTHORITY

Program / Service	Change from 2011 Budget			
	FTE's	Budget	Financing	Levy
Administration (RCRRA)	(0.82)	(287,934)	(150,000)	(137,934)
Central Corridor Preliminary Engineering	(0.64)	(119,600)	-	(119,600)
Union Depot	(0.04)	(6,000)	44,955	(50,955)
Other Corridor Projects	(0.39)	973,968	1,000	972,968
Capital Projects				
Union Depot	0.00	(147,800,000)	(135,800,000)	(12,000,000)
Central Corridor PE	1.39	9,000,000	-	9,000,000
Property Acquisition	0.00	(1,000,000)	-	(1,000,000)
Debt Service	0.00	-	-	-
Fund Balance	0.00	-	(3,335,521)	3,335,521
Inc(Dec) from 2011 Year	(0.50)	(139,239,566)	(139,239,566)	-
% Inc(Dec) from 2011 Year	-4.7%	-425.7%	-845.1%	0.0%

PROGRAM / SERVICE ALLOCATION (2013 PROPOSED)

REGIONAL RAILROAD AUTHORITY

Program / Service	Mand./ Discr.	2013 Proposed			
		FTE's	Budget	Financing	Levy
Administration	D	5.12	1,516,965	30,000	1,486,965
Central Corridor Prelim Engineering	M	0.08	67,000	-	67,000
Union Depot	D/M	0.59	2,074,565	772,771	1,301,794
Other Corridor Projects	D	1.42	1,769,085	14,400	1,754,685
Capital Projects					
Union Depot	D/M	0.00	-	-	-
Central Corridor PE	M	1.59	11,200,000	-	11,200,000
Property Acquisition	D	0.00	500,000	-	500,000
Fund Balance	D	0.00	-	(3,189,616)	3,189,616
		8.80	17,127,615	(2,372,445)	19,500,060

SUMMARY

		Levy %	FTE's	Budget	Financing	Levy
Total Mandated	M	57.8%	1.67	11,267,000	-	11,267,000
Total Mandated/Discretionary	M/D	0.0%	0.00	-	-	-
Total Discretionary/Mandated	D/M	6.7%	0.59	2,074,565	772,771	1,301,794
Total Discretionary	D	35.5%	6.54	3,786,050	(3,145,216)	6,931,266
Total Legal Obligations	LO	0.0%	0.00	-	-	-
			8.80	17,127,615	(2,372,445)	19,500,060
2012 Proposed Budget			8.80	15,202,568	121,000	15,081,568
Inc/(Dec) from 2012 Year			-	1,925,047	-2,493,445	4,418,492
% Inc/(Dec) from 2012 Year			0.0%	12.7%	-2060.7%	29.3%

PROGRAM / SERVICE ALLOCATION (2013 PROPOSED)
CHANGE FROM 2012 PROPOSED BUDGET

REGIONAL RAILROAD AUTHORITY

Program / Service	Change from 2012 Proposed Budget			
	FTE's	Budget	Financing	Levy
Administration (RCRRA)	(0.30)	(98,954)	5,000	(103,954)
Central Corridor Preliminary Engineering	-	(1,500)	-	(1,500)
Union Depot	0.05	1,793,965	691,171	1,102,794
Other Corridor Projects	0.05	231,536	-	231,536
Capital Projects				
Union Depot	-	-	-	-
Central Corridor PE	0.20	-	-	-
Property Acquisition	-	-	-	-
Debt Service	-	-	-	-
Fund Balance	-	-	1,228,876	(1,228,876)
Inc(Dec) from 2012 Year	0.00	1,925,047	1,925,047	-
% Inc(Dec) from 2012 Year	0.0%	3.9%	7.1%	0.0%

CRITICAL SUCCESS INDICATOR & PERFORMANCE MEASURES

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. 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 have been completed. Purchase of the Union Depot Headhouse took place in June, 2009. In January, 2010, Construction Manager/Design Team work began on renovation/reconstruction. In February, 2010, Transportation Investment Generating Economic Recovery (TIGER) funds were awarded to the Railroad Authority in the amount of \$35 million. In May, 2010, the Finding of No Significant Impact (FONSI) was issued, which allows the Railroad Authority to use \$45.3 million in Federal SAFETEA-LU, 1301 funds towards the project. In November, 2010, the Federal Railroad Administration awarded \$40 million to the State of Minnesota for the Union Depot. In December, 2010, \$9.8 million in State Passenger Rail Bond funds were awarded to the Union Depot project. Project design was completed in the fall of 2010. Possession of the concourse took place December 31, 2010. Construction began January, 2011 and the project will be substantially completed in late 2012.

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 was conducted by the Metropolitan Council with the cooperation of the Railroad Authority and other project partners. Construction work began in the fall of 2009 and will be completed in 2014. The full funding grant agreement was signed in April, 2011.

The Railroad Authority is participating in the Gateway Corridor Commission to advocate and analyze transportation and transit improvements along the I-94 corridor from the Union Depot in St. Paul to Eau Claire, Wisconsin. An Alternatives Analysis study began in late summer 2010 to study transit improvements from Minneapolis to the Union Depot in St. Paul to Eau Claire, Wisconsin. This study is expected to be completed in the spring of 2012. A Draft Environmental Impact Statement (DEIS) is anticipated to be underway late summer 2012.

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 Counties Transit Improvement Board (CTIB). Ramsey County is one of five counties participating in this organization. CTIB provides funding for transitway capital improvements and operations.

PERFORMANCE MEASURES

		2009	2010	2011	2012	2013
#	Performance Measures	Actual	Actual	Actual	Estimate	Estimate
1	Purchase Union Depot Head House	6/09				
2	Depot Preliminary Engineering/Final Design		1/10			
3	Union Depot renovation begins			1/11		
4	Union Depot multi-modal transit hub opens				12/12	
5	Central Corridor full funding grant agreement signed			4/11		
6	Gateway Corridor Alt. Analysis begins		9/10			
7	Gateway Corridor DEIS begins				9/12	
6	Corridor Planning		On-going			
7	Acquire Right-of-way					

CRITICAL SUCCESS INDICATOR & PERFORMANCE MEASURES

A VARIETY OF SAFE AND EFFECTIVE TRANSPORTATION OPTIONS BENEFIT THE COMMUNITY

PERFORMANCE MEASURES - DISCUSSION

1. RCRRA purchased the Union Depot Head House in June, 2009.
2. Depot Preliminary engineering/final design work began in January, 2010.
3. In January, 2011, renovation work on the Union Depot began
4. The Union Depot Multi-modal transit hub will become the heart of future transportation in the east metro. In 2012, the Depot will serve Amtrak, regional and inter-city buses, bicycles, pedestrians and the Central Corridor light rail line (opening in 2014).
5. A federal full funding grant agreement was signed by the Federal Transit Administration for the Central Corridor light rail project in April, 2011.
6. An Alternatives Analysis study began in September, 2010 on the Gateway Corridor from Minneapolis to the Union Depot in St. Paul to Eau Claire, WI.
7. A DEIS on the Gateway Corridor is anticipated to begin late summer 2012. The locally preferred alternative will be determined in 2014.
8. Corridor planning work will continue on Red Rock, Rush Line, Robert Street, Intercity Passenger Rail (High Speed Rail), Riverview, and other projects to provide improved transit options for citizens.
9. Railroad right-of-way that may be needed for future transportation corridors may be acquired, if available.

14

AUG 30 2011

Central Corridor Light Rail Transit

RCRRA

September 6, 2011



*Improving
mobility*

*Easing
congestion*

*Strengthening
our communities*

Central Corridor Light Rail Transit

Today's Topics



- Hold Points
- Contingency Categories
- Available Contingency
- Demand for Contingency
- Approval of Underrun Contingency

Central Corridor
Light Rail Transit

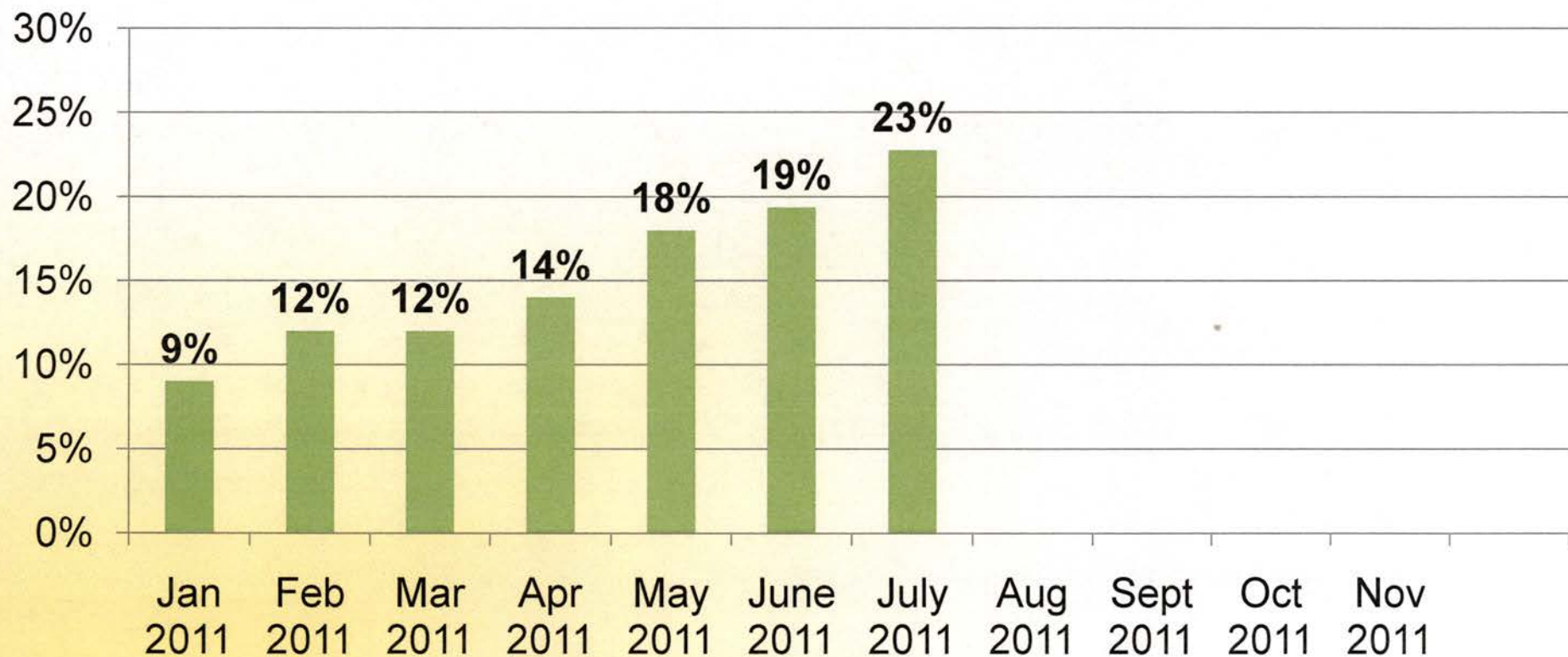
FTA Cost Contingency Hold Points (through 6/30) (in millions)

Phase	Phase Description Milestone	Phase End	Phase Cont.	Cumulative Accessible
1	Entry into FD (\$155 million start)	\$134	\$21	\$21
2	40% Bid	\$117	\$17	\$38
3	FFGA	\$94	\$23	\$61
4	20% Constructed	\$79	\$15	\$76*
5	50% Constructed	\$63	\$16	
6	75% Constructed	\$47	\$16	
7	90% Constructed	\$39	\$8	
8	Revenue Operation Date	\$0	\$39	

*Assumes 20% constructed milestone achieved July 2011

Central Corridor
Light Rail Transit

Percent Construction Complete (through 7/31)

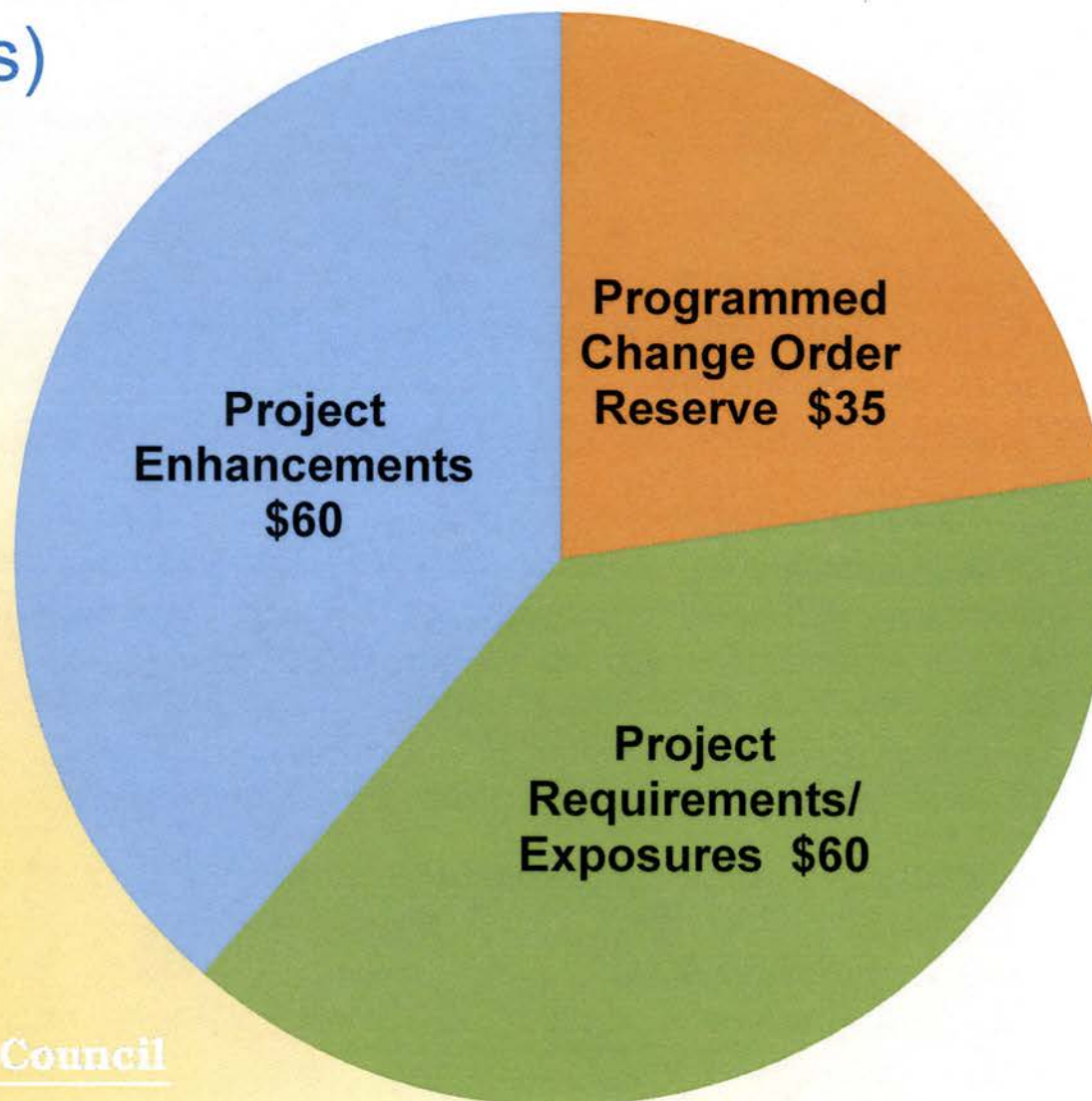


Central Corridor
Light Rail Transit

(in millions)

Contingency Categories

\$155 Million

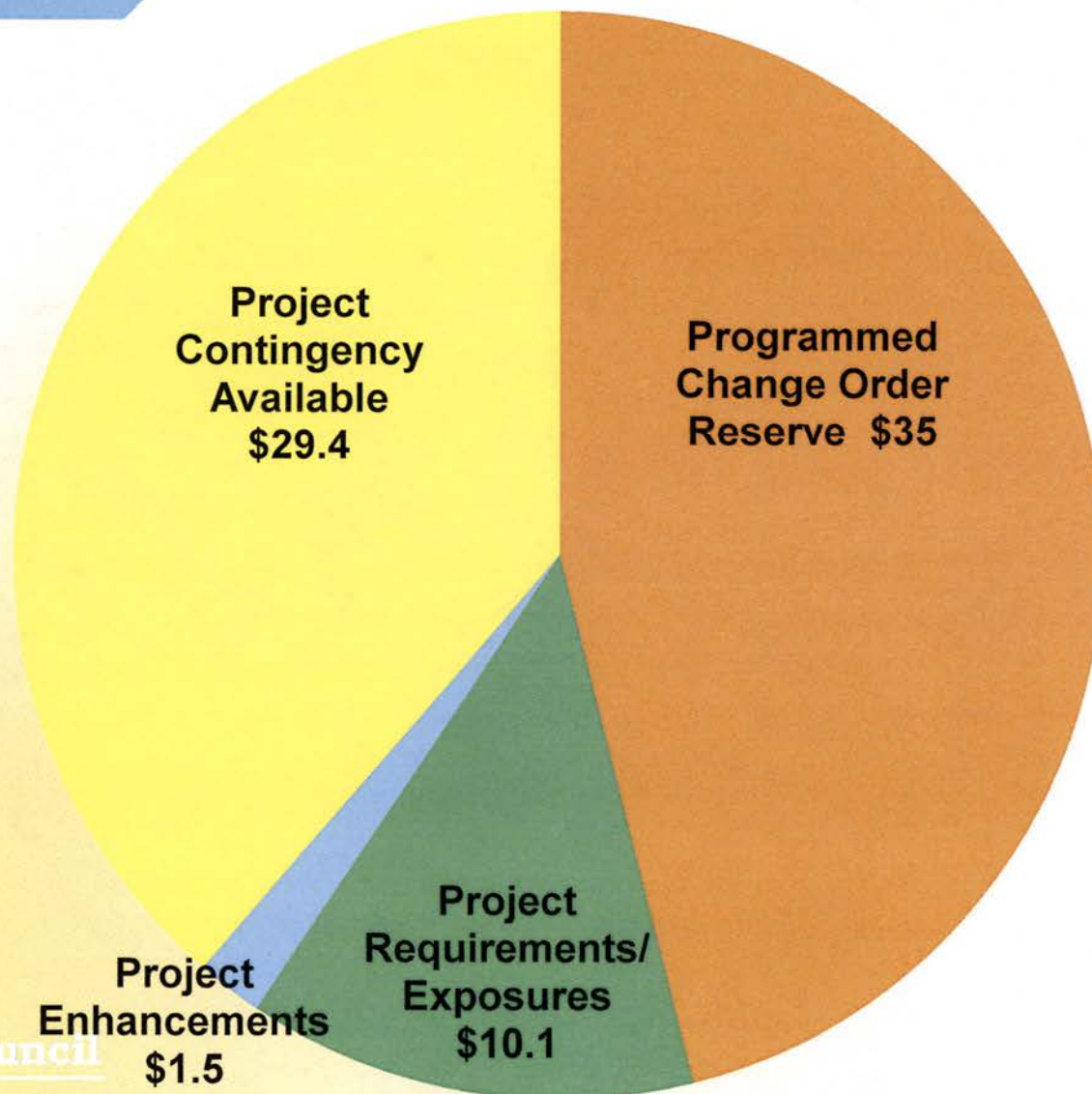


Central Corridor
Light Rail Transit

(in millions)

Accessible Contingency

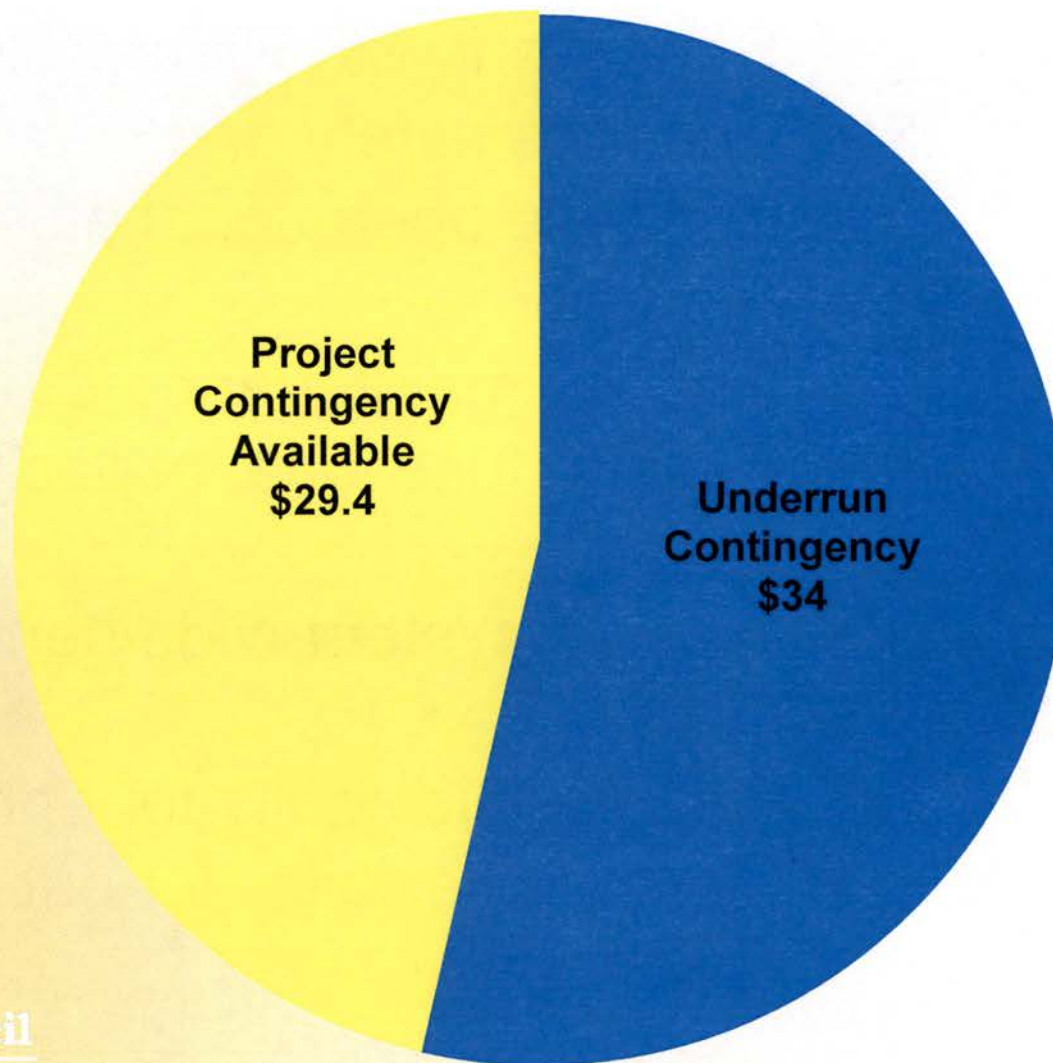
\$76 Million



Central Corridor
Light Rail Transit

(in millions)

Accessible and Underrun Contingency \$63.4 Million



Central Corridor Light Rail Transit

Guiding Principles



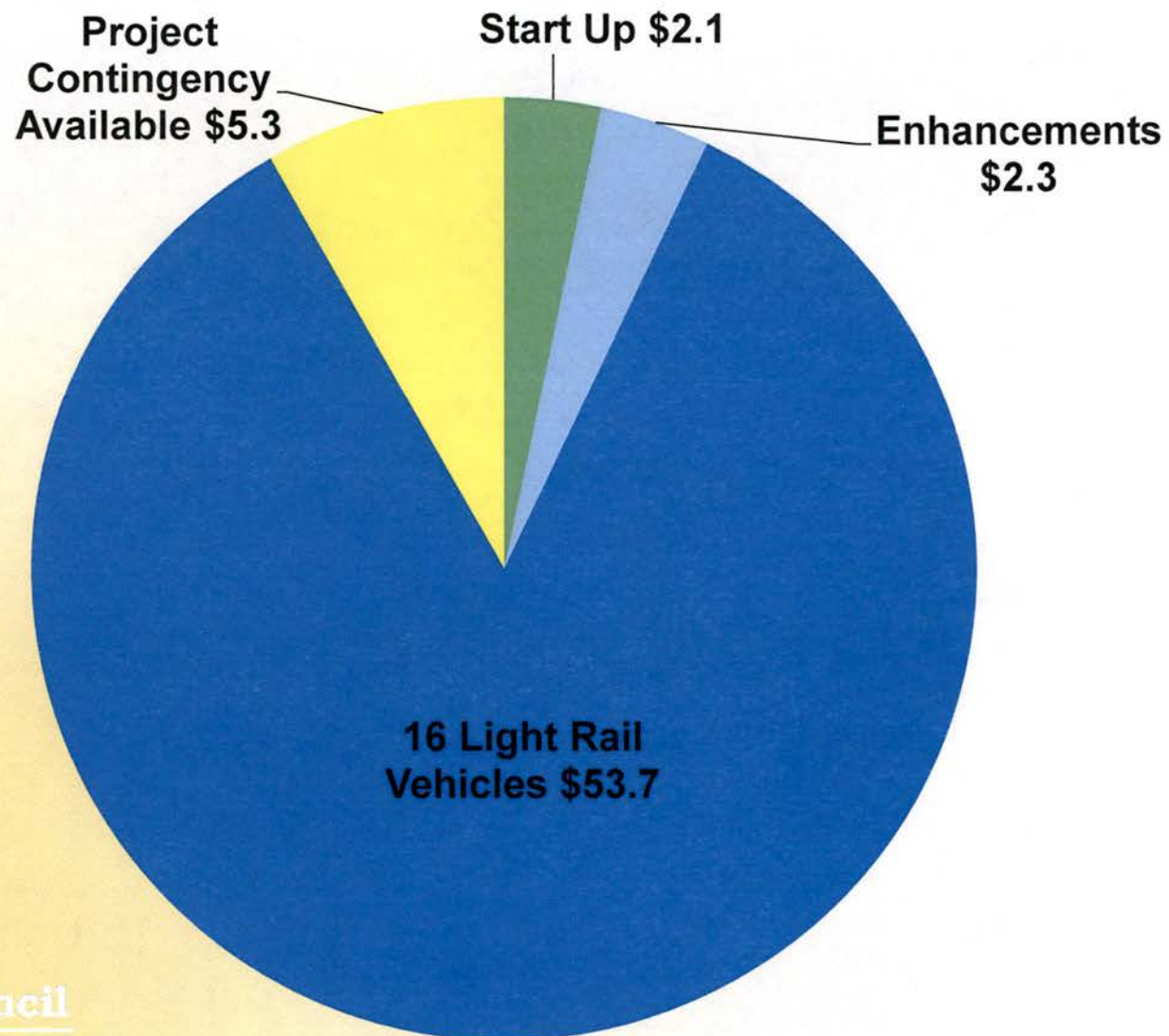
- Consistent with Project Scope in FFGA
- Enhance safety and security
- Enhance operational efficiency, reliability & quality
- Reduce maintenance & operating cost
- Expand functional capacity/ridership capacity
- Provide system-wide benefit to regional system
- Geographic equity for enhancements
- Maintain flexibility for out-year contingency

Central Corridor
Light Rail Transit

(in millions)

Demand for Contingency

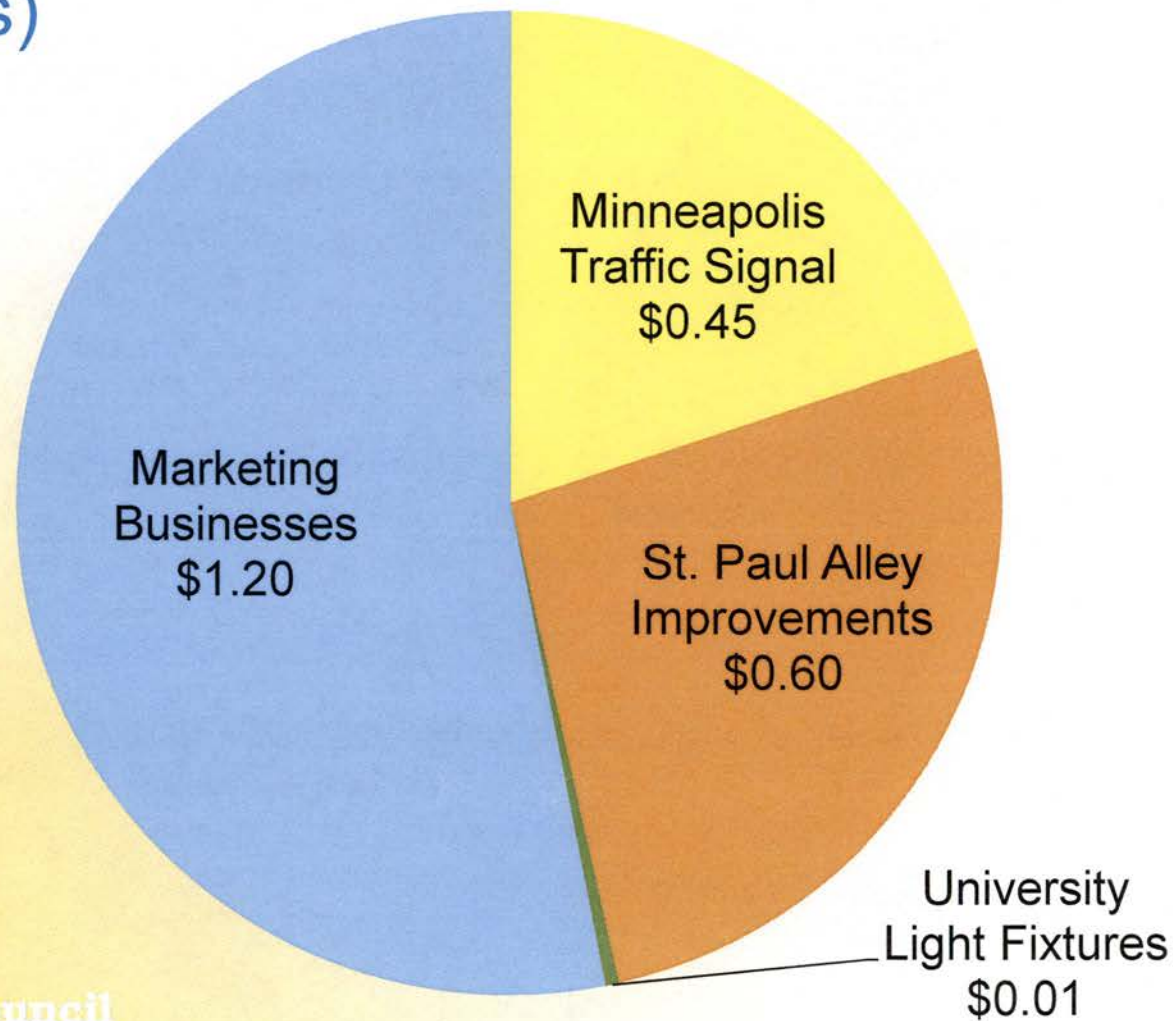
\$58.1 Million



2011 Project Enhancements \$2.3 million

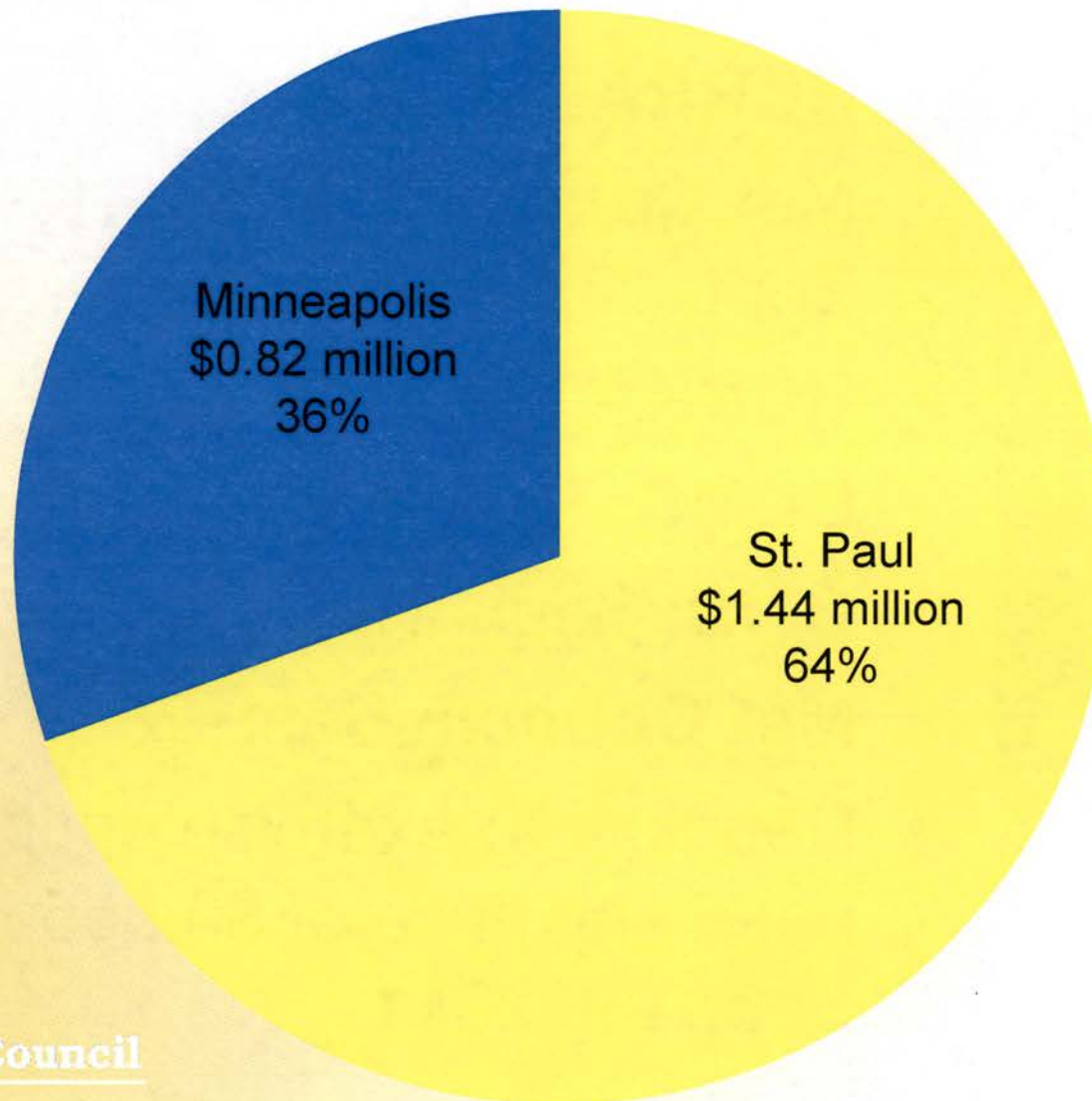
Central Corridor
Light Rail Transit

(in millions)



Central Corridor
Light Rail Transit

2011 Project Enhancements by Geographic Distribution



Central Corridor Light Rail Transit

Next Steps



- **RCRRA:** Sept. 6
- **Met Council Transportation Cmte:** Sept. 12
- **HCRRA:** Sept. 13
- **CCMC:** Sept. 14
- **CTIB:** Sept. 21
- **Met Council:** Sept. 28
- Deadline to exercise option LRVs at base unit price of \$3.355 million: Sept. 29, 2011

Central Corridor Light Rail Transit

More Information

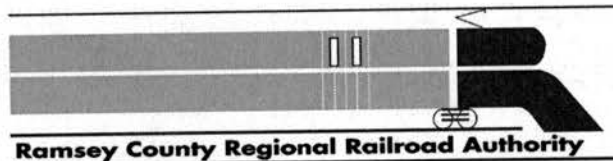


Check out our website:

- www.centralcorridor.org

Contact Central Corridor Project Office:

- 540 Fairview Avenue North
St. Paul, MN 55104
- Construction Hotline: 651-602-1404
- Comment Line: 651-602-1645
- Email: centralcorridor@metc.state.mn.us



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

REGIONAL RAILROAD AUTHORITY MEETING

September 13, 2011

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

.....
ROLL CALL and Call to Order

AGENDA of the September 13, 2011 Regional Railroad Authority Meeting is presented for approval.

MINUTES to be approved at next meeting

POLICY AGENDA

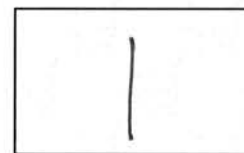
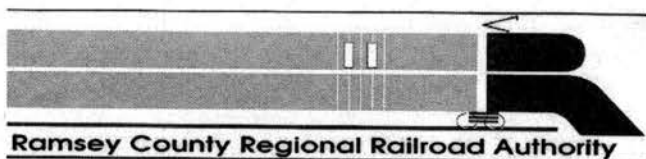
1. Maximum tax levy for the Ramsey County Regional Railroad Authority 2012 Budget

Board Action Requested:

Approve the proposed maximum tax levy of \$19,938,811 to finance the 2012 Ramsey County Regional Railroad Authority Budget, which in accordance with the Truth in Taxation Law, must be certified to the Department of Property Records and Revenue by September 15, 2011.

CORRIDOR UPDATES

ADJOURNMENT



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 9/13/2011

Regional Railroad Authority Meeting Date: _____

SUBJECT Maximum Tax Levy for the Ramsey County Regional Railroad Authority 2012 Budget

EXECUTIVE SUMMARY

The Truth in Taxation Law (M.S. 275.065) requires the Ramsey County Regional Railroad Authority (RCRRA) to certify a proposed maximum tax levy to the Property Records and Revenue Department (County Auditor) by September 15, 2011.

An important provision of the Truth in Taxation Law is that the approved tax levy for the 2012 Budget cannot be more than the proposed maximum tax levy certified by the RCRRA Authority by September 13, 2011.

The 2012 proposed levy for the RCRRA is \$19,938,811, which is an increase of 0% from last year's levy of \$19,938,811.

The RCRRA will finalize budget deliberations before final budget approval on December 13, 2011.

ACTION REQUESTED

Approve the proposed maximum tax levy of \$19,938,811 to finance the 2012 Ramsey County Regional Railroad Authority Budget, which in accordance with the Truth in Taxation Law, must be certified to the Department of Property Records and Revenue by September 15, 2011.

SUBJECT: Maximum Tax Levy for the Ramsey County Regional Railroad Authority 2012 Budget

ATTACHMENTS:

PREVIOUS ACTION:

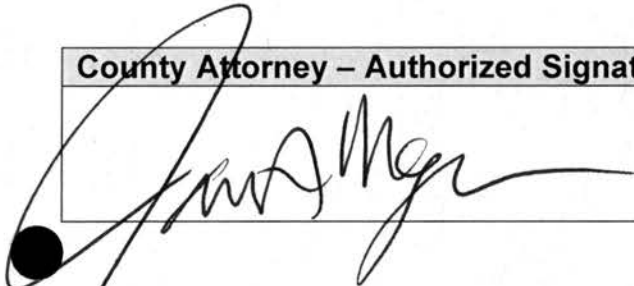
COUNTY MANAGER'S COMMENTS:

The proposed maximum tax levy must be certified by September 15, 2011 to comply with the Truth in Taxation Law.

SUBJECT: Maximum Tax Levy for the Ramsey County Regional Railroad Authority 2012 Budget

Regional Railroad Authority – Authorized Signature	Date
	9/8/11

Budgeting & Accounting – Authorized Signature	Date
	9/7/11

County Attorney – Authorized Signature	Date
	9/7/2011

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Maximum Tax Levy for the Ramsey County Regional Railroad Authority 2012 Budget

Draft Resolution

1 WHEREAS, The Truth in Taxation Law (M.S. 275.065) requires the Ramsey County
2 Regional Railroad Authority to certify a proposed maximum tax levy to the Property Records and
3 Revenue Department (County Auditor) by September 15, 2011; and
4

5 WHEREAS, The Truth in Taxation Law includes a provision that the approved tax levy for
6 the 2012 budget cannot be more than the proposed tax levy certified by the Ramsey County
7 Regional Railroad Authority by September 13, 2011; and
8

9 WHEREAS, In order to continue to improve the quality of life and access to services in the
10 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, The Ramsey County Regional Railroad Authority hereby approves the
15 proposed maximum tax levy of \$19,938,811 to finance the 2012 Ramsey County Regional
16 Railroad Authority Budget, which in accordance with the Truth in Taxation Law, must be certified to
17 the Department of Property Records and Revenue by September 15, 2011.