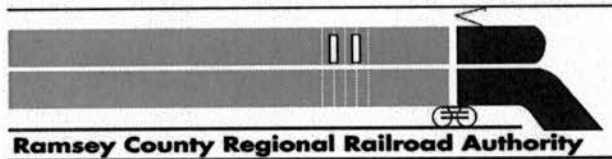




Ramsey County Regional Railroad Authority.
Records.

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

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
ANNUAL ORGANIZATIONAL MEETING**

January 3, 2012

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

.....
ROLL CALL and Call to Order

AGENDA of the January 3, 2012 Board Meeting is presented for approval.

MINUTES of the December 20, 2011 Board Meeting is presented for approval.

POLICY AGENDA

1. Election of Officers for 2012

Board Action Requested:

Election of Officers for the year 2012

- 1) Election of the Chair; and
- 2) Election of the Vice-Chair; and
- 3) Election of the Secretary; and
- 4) Election of the Treasurer

2. Appointments to Outside Committees for 2012

Board Action Requested:

Approve appointments to various Outside Committees for the year 2012

CORRIDOR UPDATES

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 20, 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 were Julie Kleinschmidt, County Manager and James Mogen, Assistant County Attorney, Ramsey County Attorney's Office.

Chair McDonough called the meeting to order at 10:45 A.M.

AGENDA

Commissioner Carter moved approval of the Agenda of the December 20, 2011 Regional Railroad Authority Meeting, seconded by Commissioner Parker. Roll Call: Ayes – Parker, Reinhardt, Rettman, Bennett, Carter, Ortega, McDonough – 7. Nays – 0.

MINUTES

Commissioner Parker moved approval of the Minutes of the December 13, 2011 Regional Railroad Authority Meeting, seconded by Commissioner Carter. Roll Call: Ayes – Parker, Reinhardt, Rettman, Bennett, Carter, Ortega, McDonough – 7. Nays – 0.

1. Purchase Suite 200, Suite 300 and four Parking Licenses at Union Depot Head House, St. Paul, Minnesota

Commissioner Ortega moved approval of the following resolution, seconded by Commissioner Parker. Roll Call: Ayes – Parker, Reinhardt, Bennett, Carter, Ortega, McDonough – 6. Nays – Rettman – 1. (R11-50)

WHEREAS, On November 1, 2011, in an executive session, the Ramsey County Regional Railroad Authority authorized staff to negotiate the purchase of Suite 200, Suite 300, and four parking licenses at Union Depot Head House, St. Paul, Minnesota ("Property"); and

WHEREAS, On December 13, 2011, in an executive session, staff returned to the Ramsey County Regional Railroad Authority with the results of the negotiations and requested direction; and

WHEREAS, The Ramsey County Regional Railroad Authority directed staff to return to the Ramsey County Regional Railroad Authority Board on December 20, 2011, with the final purchase and lease agreements related to the purchase and lease of Leone Real Estate Holdings, LLC's Property for Board approval; and

WHEREAS, The Regional Railroad Authority and Property Management, working in conjunction with the County Attorney's Office, have included the following terms into the final purchase and lease agreements with Leone Real Estate Holdings, LLC. (Attachment 1 and 2):

Purchase Agreement

- Purchase price of \$750,000.
- Down payment of \$5,000 due on date of execution of the Purchase Agreement.
- Contingent upon acceptable title commitment and determination that the Property is acceptable to purchaser.
- Closing on or before January 11, 2012.

Lease Agreement

- Lease Suite 300 to Leone Real Estate Holdings, LLC "Lessee" for a term of 90 days.
- No rent shall be charged.
- Lessee shall make the following:
 - \$1,000 security deposit.
 - Pay all utility costs.
 - Pay all common area maintenance costs; and

WHEREAS, The closing is scheduled to occur quickly to allow the Ramsey County Regional Railroad Authority the opportunity to remodel the space for the Regional Railroad Authority Office relocation from RCGC-West; and

WHEREAS, Due to the closing, a Lease Agreement for Suite 300 will allow Leone Real Estate Holdings, LLC's continuity of business for an additional 90 days; and

WHEREAS, The Regional Railroad Authority and Property Management are requesting the Ramsey County Regional Railroad Authority to authorize and approve the final purchase and lease agreements related to the purchase and lease of Leone Real Estate Holdings, LLC's Property and appropriate authorities to complete the purchase and lease; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority hereby approves the final purchase agreement between Ramsey County Regional Railroad Authority and Leone Real Estate Holdings, LLC for Suite 200, Suite 300, and four parking licenses at Union Depot Building, St. Paul, Minnesota for the purchase price of \$750,000; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority hereby approves the final lease agreement between Ramsey County Regional Railroad Authority and Leone Real Estate Holdings, LLC for Suite 300 at Union Depot Building, St. Paul, Minnesota; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority hereby authorizes the Chair to sign and deliver the final purchase and lease agreements related to the purchase and lease of Leone Real Estate Holdings, LLC's Property on behalf of the County, subject to prior approval by the County Attorney's Office and Property Management; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority hereby authorizes the County Manager to execute and deliver on its behalf all necessary documents required by or deemed necessary to carry out the purposes of the final purchase and lease agreements related to the purchase and lease of Leone Real Estate Holdings, LLC's Property, subject to prior approval by the County Attorney's Office; and Be It Further

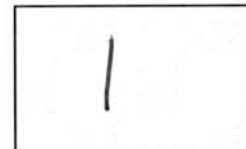
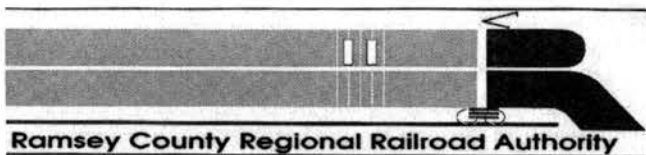
RESOLVED, The Ramsey County Regional Railroad Authority hereby directs that all costs, expenses, taxes, charges or fees that Ramsey County Regional Railroad Authority is required to pay at closing, or otherwise required by the purchase agreement, will be paid from the 2011 and 2012 Ramsey County Regional Railroad Authority operating budgets.

CORRIDOR UPDATES

No updates were reported.

ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned at 10:47 A.M.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 01/03/12

Regional Railroad Authority Meeting Date: _____

SUBJECT: Election of Officers for 2012

EXECUTIVE SUMMARY

The Annual Organizational Meeting is the time set by the Ramsey County Regional Railroad Authority for election of officers.

ACTION REQUESTED

Election of Officers for the year 2012

- 1) Election of the Chair; and
- 2) Election of the Vice-Chair; and
- 3) Election of the Secretary; and
- 4) Election of the Treasurer

SUBJECT: Election of Officers for 2012

ATTACHMENTS:

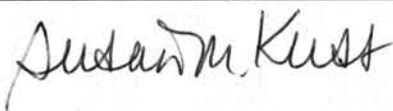
PREVIOUS ACTION:

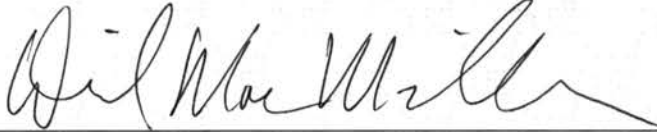
COUNTY MANAGER'S COMMENTS:

Pursuant to past practice, the Annual Organizational Meeting is the time when officers are elected.

SUBJECT: Election of Officers for 2012

Regional Railroad Authority – Authorized Signature	Date
	12/28/11

Budgeting & Accounting – Authorized Signature	Date
	12/27/11

County Attorney – Authorized Signature	Date
	12/28/11

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Election of Officers for 2012

Draft Resolution # 1

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects [REDACTED] to serve as Chair of the Ramsey County Regional Railroad Authority for the year 2012.

Draft Resolution # 2

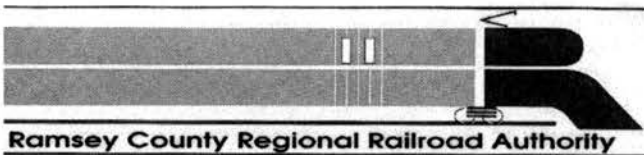
RESOLVED, The Ramsey County Regional Railroad Authority hereby elects [REDACTED] to serve as Vice-Chair of the Ramsey County Regional Railroad Authority for the year 2012.

Draft Resolution # 3

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects [REDACTED] to serve as Secretary of the Ramsey County Regional Railroad Authority for the year 2012.

Draft Resolution # 4

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects [REDACTED] to serve as Treasurer of the Ramsey County Regional Railroad Authority for the year 2012.



2

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 01/03/12

Regional Railroad Authority Meeting Date: _____

SUBJECT: Appointments to Outside Committees for 2012

EXECUTIVE SUMMARY

The Annual Organizational Meeting is the time established to approve appointment of Ramsey County Regional Railroad Authority Commissioners to Outside Committees.

ACTION REQUESTED

Approve appointments to various Outside Committees for the year 2012.

SUBJECT: Appointments to Outside Committees for 2012

ATTACHMENTS:

PREVIOUS ACTION:

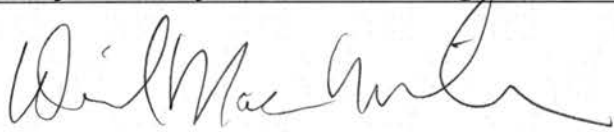
COUNTY MANAGER'S COMMENTS:

Pursuant to past practice, the Annual Organizational Meeting is the time when Ramsey County Regional Railroad Authority Commissioners are appointed to outside committees.

SUBJECT: Appointments to Outside Committees for 2012

Regional Railroad Authority – Authorized Signature	Date
	12/28/11

Budgeting & Accounting – Authorized Signature	Date
	12/27/11

County Attorney – Authorized Signature	Date
	12/28/11

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Appointments to Outside Committees for 2012

Draft Resolution

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Rush Line Task Force for 2012:

Victoria Reinhardt, Chair
Jan Parker, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Red Rock Corridor for 2012:

Janice Rettman
Jim McDonough, Alternate

and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Robert Street Corridor for 2012:

Rafael Ortega
Tony Bennett, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northeast Diagonal Policy Advisory Committee for 2012:

Jan Parker
Victoria Reinhardt, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint as the Union Depot (formerly LOCATE) representatives for 2012:

Tony Bennett
Rafael Ortega

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Minnesota High Speed Rail Commission for 2012:

Janice Rettman
Jim McDonough, Alternate

And Be It Further

4

56
57 RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the
58 Northstar Corridor for 2012:

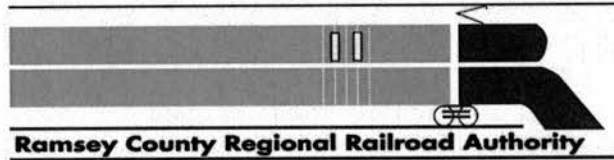
59
60 Victoria Reinhardt
61 Janice Rettman, Alternate
62

63 And be it Finally
64

65 RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the
66 Gateway Corridor for 2012:

67
68 Rafael Ortega
69 Tony Bennett, Alternate
70 Victoria Reinhardt, Second Alternate
71

5



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

REGIONAL RAILROAD AUTHORITY MEETING

January 10, 2012

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

.....
ROLL CALL and Call to Order

AGENDA of the January 10, 2012 Regional Railroad Authority Meeting is presented for approval.

MINUTES of the January 3, 2012 Regional Railroad Authority Meeting is presented for approval.

ADMINISTRATIVE AGENDA

1. Presentation on the Draft Alternatives Selection Report: Milwaukee to Twin Cities segment of the Twin Cities to Chicago High-speed Rail Corridor

Board Action Requested:

Approve the endorsement of the Minnesota Department of Transportation's selection of the existing Amtrak route for the Twin Cities to Milwaukee segment of the Twin Cities to Chicago Corridor with its station stop at the Union Depot as the most reasonable and feasible passenger rail alternative.

CORRIDOR UPDATES

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 3, 2012

The Ramsey County Regional Railroad Authority met with the following members present: Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Absent: – 0. Also present were Julie Kleinschmidt, County Manager and John Kelly, First Assistant County Attorney.

Chair McDonough called the meeting to order at 9:20 A.M.

AGENDA

Commissioner Reinhardt moved approval of the Agenda of the January 3, 2012 Regional Railroad Authority Meeting, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0.

MINUTES

Commissioner Parker moved approval of the Minutes of the December 20, 2011 Regional Railroad Authority Meeting, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0.

1. Election of Officers for 2012

Election of Chair

Chair McDonough opened the nominations for the election of the Chair.

Commissioner Parker nominated Commissioner Jim McDonough as Chair of the Ramsey County Regional Railroad Authority for 2012, seconded by Commissioner Ortega.

Chair McDonough called three times for additional nominations. Hearing none, the nominations were closed. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. (R12-01)

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects Commissioner Jim McDonough to serve as Chair of the Ramsey County Regional Railroad Authority for the year 2012.

Election of Vice Chair

Chair McDonough opened the nominations for the election of the Vice Chair.

Commissioner Carter nominated Commissioner Jan Parker as Vice Chair of the Ramsey County Regional Railroad Authority for 2012, seconded by Commissioner Ortega.

Chair McDonough called three times for additional nominations. Hearing none, the nominations were closed. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. (R12-02)

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects Commissioner Jan Parker to serve as Vice Chair of the Ramsey County Regional Railroad Authority for the year 2012.

Election of Secretary

Chair McDonough opened the nominations for the election of the Secretary.

Commissioner Ortega nominated Commissioner Tony Bennett as Secretary of the Ramsey County Regional Railroad Authority for 2012, seconded by Commissioner Carter. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. (R12-03)

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects Commissioner Tony Bennett to serve as Secretary of the Ramsey County Regional Railroad Authority for the year 2012.

Election of Treasurer

Chair McDonough opened the nominations for the election of the Treasurer.

Commissioner Ortega nominated Commissioner Toni Carter as Treasurer of the Ramsey County Regional Railroad Authority for 2012, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. (R12-04)

RESOLVED, The Ramsey County Regional Railroad Authority hereby elects Commissioner Toni Carter to serve as Treasurer of the Ramsey County Regional Railroad Authority for the year 2012.

2. Appointments to Outside Committees

Commissioner Ortega moved approval of the following resolution, seconded by Commissioner Reinhardt. Roll Call: Ayes – Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Nays – 0. (R12-05)

WHEREAS, The Board of Ramsey County Commissioners organized a regional railroad authority pursuant to Minnesota Statutes Chapter 398A by Resolution 87-230 in April, 1987; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Rush Line Task Force for 2012:

Victoria Reinhardt, Chair
Jan Parker, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Red Rock Corridor for 2012:

Janice Rettman
Jim McDonough, Alternate

and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Robert Street Corridor for 2012:

Rafael Ortega
Tony Bennett, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northeast Diagonal Policy Advisory Committee for 2012:

Jan Parker
Victoria Reinhardt, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint as the Union Depot (formerly LOCATE) representatives for 2012:

Tony Bennett
Rafael Ortega

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Minnesota High Speed Rail Commission for 2012:

Janice Rettman
Jim McDonough, Alternate

And Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Northstar Corridor for 2012:

Victoria Reinhardt
Janice Rettman, Alternate

And be it Finally

RESOLVED, The Ramsey County Regional Railroad Authority Commissioners hereby appoint to the Gateway Corridor for 2012:

Rafael Ortega
Tony Bennett, Alternate
Victoria Reinhardt, Second Alternate

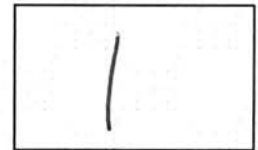
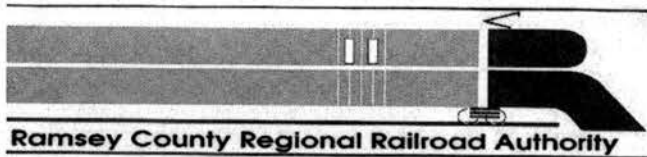
Chair McDonough thanked the board for his reelection as Chair of the Ramsey County Regional Railroad Authority (RCRRA) for 2012. He said this board works well together; while they occasionally have different opinions, there is always good dialog about issues and they always move forward as a united board. There is also the uniqueness of managing and balancing the three statutory authorities between the RCRRA, Housing and Redevelopment Authority, and the County Board. He said he appreciates the board's confidence and he will continue to work hard to keep Ramsey County's presence in the region, ensure the investments are balanced throughout the region, and ensure that the issues important to Ramsey County are heard.

CORRIDOR UPDATES

No updates were reported.

ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned at 9:25 A.M.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date:

Regional Railroad Authority Meeting Date: 1/10/2012

SUBJECT: Presentation on the Draft Alternatives Selection Report: Milwaukee to Twin Cities segment of the Twin Cities to Chicago High-speed Rail Corridor

EXECUTIVE SUMMARY:

In 2010, the Minnesota Department of Transportation (Mn/DOT) initiated an effort to identify a reasonable and feasible alternative(s) for the Twin Cities to Milwaukee segment of the Twin Cities to Chicago high-speed rail corridor. On November 15, 2011, Mn/DOT announced the completion of their work and the selection of the existing Amtrak route as the single reasonable and feasible alternative for the introduction of high-speed rail service between the Twin Cities and Milwaukee/Chicago.

The Draft Alternatives Selection Report was developed with input from Mn/DOT, Wisconsin DOT, Federal Railroad Administration, and Amtrak. The report details how the multiple routes were analyzed including their ridership, capital and operating cost, ability to decrease travel time, accessibility to population centers, and multi-modal connectivity. Following this analysis the Existing Amtrak route was selected as the most reasonable and feasible for the following reasons:

- Zero miles of significant grades
- Shortest travel time
- Least capital cost
- Least operating and maintenance cost
- Nearly 100% Centralized Traffic Control (CTC) signalized
- Serves the most Minnesotans
- Ability to be implemented incrementally

(The Executive Summary is continued on the following page)

ACTION REQUESTED:

Approve the endorsement of the Minnesota Department of Transportation's selection of the existing Amtrak route for the Twin Cities to Milwaukee segment of the Twin Cities to Chicago Corridor with its station stop at the Union Depot as the most reasonable and feasible passenger rail alternative.

SUBJECT: Presentation on the Draft Alternatives Selection Report: Milwaukee to Twin Cities segment of the Twin Cities to Chicago High-speed Rail Corridor

(Executive Summary continued from previous page)

Mn/DOT Presented the Draft Alternatives Selection Report to the public at two open houses and via a webinar in December. Mn/DOT will continue to accept comments on the Draft Alternatives Selection Report until January 12, 2012. Final comments will be incorporated into the Report prior to its submission to the Federal Railroad Administration for their review prior to the issuance of the final report.

Dan Krom, Director of Mn/DOT's Passenger Rail Office, will provide an informational update on the Draft Alternatives Selection Report.

SUBJECT: Presentation on the Draft Alternatives Selection Report: Milwaukee to Twin Cities segment of the Twin Cities to Chicago High-speed Rail Corridor

ATTACHMENTS:

1. Executive Summary of the Draft Alternatives Selection Report
2. PowerPoint Presentation

PREVIOUS ACTION:

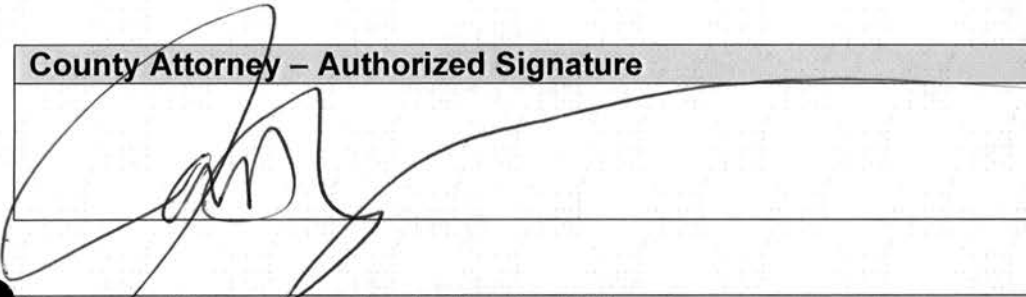
COUNTY MANAGER'S COMMENTS:

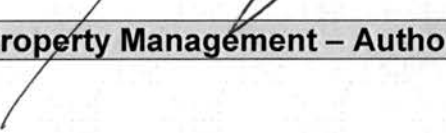
The establishment of a preferred alternative for the Twin Cities to Milwaukee segment of the Twin Cities to Chicago high-speed rail corridor is critical to the diversification of our transportation system and the economic development of Ramsey County. The Union Depot will provide travelers along this corridor with a premier multi-modal station that will allow them to connect to their destinations throughout the Twin Cities.

SUBJECT: Presentation on the Draft Alternatives Selection Report: Milwaukee to Twin Cities segment of the Twin Cities to Chicago High-speed Rail Corridor

Regional Railroad Authority – Authorized Signature	Date
	1/4/12

Budgeting & Accounting – Authorized Signature	Date
	1/4/12

County Attorney – Authorized Signature	Date
	1/4/2012

Property Management – Authorized Signature	Date
	

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Presentation on the Draft Alternatives Selection Report: Milwaukee to Twin Cities segment of the Twin Cities to Chicago High-speed Rail Corridor

DRAFT RESOLUTION

1 WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance
2 regional transitways and the Union Depot Multi-Modal Transit and Transportation Hub in St. Paul
3 to the benefit of the citizens of Ramsey County; and
4

5 WHEREAS, The Ramsey County Regional Railroad Authority will complete renovations of
6 the Union Depot in 2012 transforming it into a multi-modal hub for transit, inter-city buses,
7 pedestrians, bicyclists, and Amtrak, and;
8

9 WHEREAS, The Union Depot will be the premier Twin Cities station on the Twin Cities to
10 Chicago high-speed rail corridor, and;
11

12 WHEREAS, The Minnesota Department of Transportation along with the Wisconsin
13 Department of Transportation, and Amtrak initiated an Alternatives Selection Report in 2010 to
14 analyze potential high-speed rail routes, and;
15

16 WHEREAS, The Minnesota Department of Transportation released the Draft Alternatives
17 Selection Report for the Twin Cities to Milwaukee portion of the Twin Cities to Chicago high-speed
18 rail corridor for public comment on November 15, 2011, and
19

20 WHEREAS, In the Draft Alternatives Selection Report, Mn/DOT identified the Existing
21 Amtrak route as the most reasonable and feasible high-speed rail route for the following reasons:

- Zero miles of significant grades
- Shortest travel time
- Least capital cost
- Least operating and maintenance cost
- Nearly 100% CTC signalized
- Serves the most Minnesotans
- Ability to be implemented incrementally, and;
29

30 WHEREAS, The Existing Amtrak route offers the additional benefit of an incremental and
31 phased approach to implementation. Now, Therefore, Be It
32

33 RESOLVED, The Ramsey County Regional Railroad Authority endorses the Minnesota
34 Department of Transportation's selection of the existing Amtrak route for the Twin Cities to
35 Milwaukee segment of the Twin Cities to Chicago Corridor with its station stop at the Union Depot
36 as the most reasonable and feasible passenger rail alternative.

Executive Summary

Purpose

The Alternatives Selection Report identified the one reasonable and feasible passenger rail alternative within the Milwaukee-Twin Cities High-Speed Rail Corridor Program. This report will clearly indicate the following:

1. why and how the particular range of project alternatives (potential passenger rail alternatives) was developed,
2. how the results of the scoping process and other public and agency input was used in the alternatives analysis, and
3. the process used to evaluate and eliminate the alternatives to arrive at the reasonable and feasible passenger rail alternative

The Alternatives Selection Report will be presented to the Federal Railroad Administration, agencies, and the public for review and comment prior to the analysis leading to the identification of the preferred passenger rail alternative.

Background of the MWRRRI

In 1996, nine Midwest states, including Wisconsin and Minnesota, and Amtrak formed the Midwest Regional Rail Initiative (MWRRRI). The planned MWRRRI elements include:

- Operation of a hub and spoke passenger rail system centered on Chicago
- Use of 3,000 miles of existing rail right of way to connect rural and urban areas
- Track and signal improvements and introduction of modern trains operating at speeds up to 110 mph
- Provision of multi-modal connections to improve system access
- Improvement in frequency, reliability, speed, and on-time performance

The work of this initiative (MWRRRI) has resulted in a well coordinated and integrated 110-mph rail Business Plan that defines the way in which the rail system should be implemented. This Business Plan consists of various documents that were prepared - an Executive Summary (2004), MWRRRI Project Notebook (2004), Appendices (2004), and Benefit Cost and Economic Analysis (2006).

Background of the Milwaukee-Twin Cities High-Speed Rail Corridor Program

On June 23, 2009, the FRA issued a Notice of Funding Availability (NOFA) for the High-Speed Intercity Passenger Rail (HSIPR) Program in the Federal Register. In response, Mn/DOT submitted an application to develop a Tier 1 EIS document for new passenger rail service on the Milwaukee-Twin Cities corridor, a segment of the Chicago to Twin Cities high-speed rail corridor. The FRA reviewed Mn/DOT's application for eligibility and

ranking with the criteria outlined in the NOFA. Based upon this evaluation, the FRA selected the State of Minnesota for an award of \$600,000 for this project, through a cooperative agreement between FRA and Mn/DOT (the Grantee).

Mn/DOT entered into a cooperative agreement with FRA to develop the Tier 1 EIS document for the Milwaukee-Twin Cities Corridor. Funding for the project has been committed through Minnesota and Wisconsin state funds and FRA's HSIPR Program described in the previous paragraph. In addition to funding the project cooperatively, Mn/DOT and WisDOT have been working together on public involvement throughout both states.

The project team was assembled specifically for the Milwaukee-Twin Cities High-Speed Rail Corridor Program. The team is comprised of Mn/DOT, WisDOT, Amtrak, and Quandel Consultants staff members that have the technical expertise and experience in high-speed rail planning to produce a successful project. The following persons are part of the project team:

- Mn/DOT
 - David Christianson – Freight Planning and Development, Minnesota Department of Transportation
 - Dan Krom – Director, Passenger Rail office, Minnesota Department of Transportation
 - Frank Pafko – Director, Office of Environmental Services, Minnesota Department of Transportation
 - Praveena Pidaparathi – Planning Director, Minnesota Department of Transportation
- WisDOT
 - Jeff Abboud – Urban and Regional Planner, Wisconsin Department of Transportation
 - Ron Adams – Chief, Railroads and Harbor Section, Wisconsin Department of Transportation
 - Tom Beekman – Regional Systems Planning and Programming Chief, Wisconsin Department of Transportation
 - Donna Brown – Passenger Rail implementation Manager, Wisconsin Department of Transportation
 - Carrie Cooper – Urban Regional Planner, Wisconsin Department of Transportation
 - Crystal DuPont – Urban and Regional Planner, Wisconsin Department of Transportation
 - Ethan Johnson – Program and Planning Analyst, Wisconsin Department



U.S. Department of Transportation
Federal Railroad Administration

of Transportation

- Alyssa Macy – Program Planning Analyst, Wisconsin Department of Transportation
- Arun Rao – Urban and Regional Planner, Wisconsin Department of Transportation
- Amtrak
 - Walter Lander – Principal Officer, Corridor Planning, Amtrak
- Quandel Consultants
 - Charlie Quandel, P.E. – President & CEO
 - Melanie Johnson, P.E. – Project Engineer

Purpose and Need

The draft Purpose and Need Statement was prepared by Mn/DOT and WisDOT to identify the purpose (desired outcomes) and needs (problems that are in need of a solution) of the project. The alternatives analysis links the measures of effectiveness to the purpose and need to ensure continuity throughout the project.

The Purpose and Need document addresses the purpose and need for the proposed action. Need is driven by the limitations and vulnerabilities of available travel modes between Milwaukee and Twin Cities.

The purpose of the proposed action is to meet future regional travel demand and provide intermodal connectivity to existing and planned transportation systems in Minnesota and Wisconsin. The proposed action offers an opportunity to provide reliable and competitive passenger rail service as an attractive alternative transportation choice between Milwaukee and Twin Cities by:

- Decreasing travel times,
- Increasing frequency of service, and
- Providing safe and reliable service.

In addition, the project will:

- Improve overall system connectivity in the interstate transportation network in conformance with statewide and regional transportation plans
- Provide accessibility to major population centers,
- Improve freight rail mobility, and
- Minimize environmental impacts.

The need for the proposed action exists because:

- **Travel demand** is projected to increase within the corridor placing a significant burden on existing transportation infrastructure
- **Competitive and attractive alternative** modes of travel do not exist in the corridor
- As travel demand increases a new travel mode must be **reliable** to attract riders from existing travel modes ;
- **Intermodal connectivity** among existing transportation systems is limited.

Alternatives Analysis Methodology

The States prepared an alternative analysis methodology for use in developing, evaluating, and comparing alternatives that is completed in three levels of increasing specificity. For each level of analysis, criteria will be analyzed to both quantitatively and qualitatively describe the benefits and impacts and narrow the range of alternatives based on the Project Purpose and Need. As a result, the analysis will focus on progressively fewer alternatives with higher levels of scrutiny.

The alternative analysis will result in the preparation of a Tier 1 Environmental Impact Statement (EIS) that will identify preferred passenger rail alternatives and areas of the route or the entirety of the route designated for Project NEPA. In general, the screening will be completed as follows:

- Level 1 analysis identifies the universe of route alternatives within the project study area. Routes within the universe are pre-screened against the draft Purpose and Need including physical constraints along the alternatives, route distance and route population. Routes that are obviously not suitable for passenger service are eliminated from further study.
- Level 2 analyses utilize qualitative and quantitative measures to evaluate engineering, travel market and environmental criteria. Alternatives that are shown to have impacts that are extraordinary in nature will be eliminated. The result of the Level 2 analyses is the identification of the Reasonable and Feasible Passenger Rail Alternatives.
- Level 3 analyses compare alternatives to the No Build Alternative and to each other. The range of alternatives will be further reduced to those that perform well, minimize or avoid impacts and are more cost effective by comparison. The result of the Level 3 analyses will be reported in a Tier 1 EIS document, after which the study team will identify the Preferred Passenger Rail Alternative for the corridor.

Public Involvement

Public Involvement is a key activity within the NEPA process. The goals of public involvement are to engage the public in a meaningful and transparent way and build

community consensus around recommendations.

In November and December 2010, six public involvement meetings and two agency scoping meetings were held in Minnesota and Wisconsin to inform the public and agencies about the Milwaukee-Twin Cities High-Speed Rail Corridor Program. Representatives of Minnesota Department of Transportation, Wisconsin Department of Transportation, and Quandel Consultants presented to the public in the following cities:

- St. Paul, MN (Agency Scoping and Public Involvement)
- Rochester, MN (Public Involvement)
- Eau Claire, WI (Agency Scoping and Public Involvement)
- La Crosse, WI/La Crescent, MN (Public Involvement)
- Fond du Lac, WI (Public Involvement)
- Madison, WI (Public Involvement)

The Public Involvement Team presented on the following topics:

- NEPA Process Overview
- Purpose and Need of the Project
- Methodology to identify Potential Passenger Rail Alternatives
- Methodology to identify Reasonable and Feasible Passenger Rail Alternatives
- Methodology to identify Preferred Passenger Rail Alternatives
- Service Development Planning
- Project Schedule and next steps

Identification of the Universe of Routes

The Alternatives Analysis Methodology states that the Universe of Routes for the Milwaukee-Twin Cities corridor must be identified. The Universe of Routes is comprised of the existing, abandoned, and out of service rail lines within the corridor. Using geographic (GIS) data from Minnesota DOT and Wisconsin DOT, twenty-six routes were identified as the Universe of Routes. These routes included the following:

- Route 1 - Milwaukee-Watertown-Portage-Tomah-La Crosse-Winona-Hastings-St. Paul-Minneapolis
- Route 2 - Milwaukee-Watertown-Portage-Tomah-La Crosse-Winona-Rochester-Owatonna-Inver Grove Heights-St. Paul-Minneapolis
- Route 3 - Milwaukee-Watertown-Portage-Tomah-La Crosse-Hastings-St. Paul-Minneapolis

- Route 4 - Milwaukee-Watertown-Madison-Portage-Tomah-La Crosse-Winona-St. Paul-Minneapolis
- Route 5 - Milwaukee-Watertown-Madison-Portage-Tomah-La Crosse-Winona-Rochester-Owatonna-Inver Grove Heights-St. Paul-Minneapolis
- Route 6 - Milwaukee-Watertown-Madison-Portage-Tomah-La Crosse-Hastings-St. Paul-Minneapolis
- Route 7 - Milwaukee-Watertown-Madison-Prairie du Chien-La Crosse-Winona-St. Paul-Minneapolis
- Route 8 - Milwaukee-Watertown-Madison-Prairie du Chien-La Crosse-Winona-Rochester-Owatonna-Inver Grove Heights-St. Paul-Minneapolis
- Route 9 - Milwaukee-Watertown-Madison-Prairie du Chien-La Crosse-Hastings-St. Paul-Minneapolis
- Route 10 - Milwaukee-Watertown-Portage-Camp Douglas-Wyeville-Merrillan-Eau Claire-St. Paul-Minneapolis
- Route 11 - Milwaukee-Watertown-Madison-Portage-Camp Douglas-Wyeville-Merrillan-Eau Claire-St. Paul-Minneapolis
- Route 12- Milwaukee-Wauwatosa-Wyeville-Merrillan-Eau Claire-St. Paul-Minneapolis
- Route 12A - Milwaukee - Wiscona Jct.- Wyeville – Merrillan - Eau Claire - St. Paul -Minneapolis
- Route 13 - Milwaukee-Neenah-Stevens Point-Marshfield-Chippewa Falls-Eau Claire-St. Paul-Minneapolis
- Route 14 - Milwaukee-Neenah-Stevens Point-Marshfield-Chippewa Falls-Withrow-St. Paul-Minneapolis
- Route 15 - Milwaukee-Watertown-Madison-Reedsburg-Sparta-La Crosse-Hastings-St. Paul-Minneapolis
- Route 16 - Milwaukee-Watertown-Madison-Reedsburg-Sparta-La Crosse-Winona-St. Paul-Minneapolis
- Route 17 - Milwaukee-Watertown-Madison-Reedsburg-Sparta-La Crosse-Winona-Rochester-Owatonna-Inver Grove Heights-St. Paul-Minneapolis
- Route 18 - Milwaukee-Watertown-Portage-Tomah-La Crosse-Winona-Rochester-Red Wing-St. Paul-Minneapolis
- Route 19 - Milwaukee-Watertown-Madison-Portage-Tomah-La Crosse-Winona-Rochester-Red Wing-St. Paul-Minneapolis
- Route 20 - Milwaukee-Watertown-Madison-Prairie du Chien-La Crosse-Winona-Rochester-Red Wing-St. Paul-Minneapolis

- Route 21 - Milwaukee-Watertown-Madison-Reedsburg-Sparta-La Crosse-Winona-Rochester- Red Wing-St. Paul-Minneapolis
- Route 22 - Milwaukee-Watertown-Portage-Tomah-La Crosse-Winona-Rochester-Dodge Center-Randolph-Inver Grove Heights-St. Paul-Minneapolis
- Route 23 - Milwaukee-Watertown-Madison-Portage-Tomah-La Crosse-Winona-Rochester- Dodge Center-Randolph- Inver Grove Heights-St. Paul-Minneapolis
- Route 24 - Milwaukee-Watertown-Madison-Prairie du Chien-La Crosse-Winona-Rochester- Dodge Center-Randolph- Inver Grove Heights-St. Paul-Minneapolis
- Route 25 - Milwaukee-Watertown-Madison-Reedsburg-Sparta-La Crosse-Winona-Rochester- Dodge Center-Randolph- Inver Grove Heights-St. Paul-Minneapolis

Identification of Potential Passenger Rail Alternatives

In order to identify the Potential Passenger Rail Alternatives, each of the routes within the universe is assessed against a baseline route for the purpose of making comparative route evaluations. For this analysis, the baseline route defined in the MWRRI Project Notebook was used. It is defined as:

- Milwaukee, WI-Madison, WI-Tomah, WI-La Crosse, WI-Red Wing, MN-St. Paul, MN-Minneapolis, MN.

Three evaluation criteria were developed to compare the differences between the alternatives and the baseline route. These evaluation criteria include the following:

- Route Distance
- Route Population
- Physical Constraints

To evaluate the alternatives, a percentage difference between each route and the baseline is calculated for evaluation criteria #1 and #2. For evaluation criterion #3 (Physical Constraints), the presence of physical constraints along a route eliminates a route from further analysis.

Through assessments of the three evaluation criteria, the states identified fourteen routes, Routes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12A, 13, and 14, as the Potential Passenger Rail Alternatives. The potential passenger rail alternatives, as described below, are subjected to a more detailed alternative analysis in this report in order to identify the "reasonable and feasible passenger rail alternatives:

- Route 1 - Milwaukee-Watertown-Portage-Tomah-La Crosse-Winona-Hastings-St. Paul-Minneapolis
- Route 2 - Milwaukee-Watertown-Portage-Tomah-La Crosse-Winona-Rochester-Owatonna-Inver Grove Heights-St. Paul-Minneapolis

- Route 3 - Milwaukee-Watertown-Portage-Tomah-La Crosse-Hastings-St. Paul-Minneapolis
- Route 4 - Milwaukee-Watertown-Madison-Portage-Tomah-La Crosse-Winona-St. Paul-Minneapolis
- Route 5 - Milwaukee-Watertown-Madison-Portage-Tomah-La Crosse-Winona-Rochester-Owatonna-Inver Grove Heights-St. Paul-Minneapolis
- Route 6 - Milwaukee-Watertown-Madison-Portage-Tomah-La Crosse-Hastings-St. Paul-Minneapolis
- Route 7 - Milwaukee-Watertown-Madison-Prairie du Chien-La Crosse-Winona-St. Paul-Minneapolis
- Route 8 - Milwaukee-Watertown-Madison-Prairie du Chien-La Crosse-Winona-Rochester-Owatonna-Inver Grove Heights-St. Paul-Minneapolis
- Route 9 - Milwaukee-Watertown-Madison-Prairie du Chien-La Crosse-Hastings-St. Paul-Minneapolis
- Route 10 - Milwaukee-Watertown-Portage-Camp Douglas-Wyeville-Merrillan-Eau Claire-St. Paul-Minneapolis
- Route 11 - Milwaukee-Watertown-Madison-Portage-Camp Douglas-Wyeville-Merrillan-Eau Claire-St. Paul-Minneapolis
- Route 12A- Milwaukee - Wiscona Jct.- Wyeville – Merrillan - Eau Claire - St. Paul -Minneapolis
- Route 13 - Milwaukee-Neenah-Stevens Point-Marshfield-Chippewa Falls-Eau Claire-St. Paul-Minneapolis
- Route 14 - Milwaukee-Neenah-Stevens Point-Marshfield-Chippewa Falls-Withrow-St. Paul-Minneapolis

Process to Identify Reasonable and Feasible Passenger Rail Alternatives

Nine evaluation criteria and associated measures were developed in order to identify which of the potential passenger rail alternatives meet the project purpose and the project need for the proposed action. The measures for each evaluation criterion are assessed to ensure that a potential passenger rail alternative complements the project purpose and project need for the proposed action to qualify as a reasonable and feasible passenger rail alternative. The potential passenger rail alternative that does not meet the project purpose and the project need of the proposed action will be eliminated. The following are the nine evaluation criteria used to evaluate the potential passenger rail alternatives:

1. Route Characteristics
2. Travel Time

3. Market Size
4. Capital Costs
5. Operating Costs
6. Safety
7. Reliability
8. System Connectivity
9. Environmental Features

Workshops

A preliminary workshop was held on January 20, 2010 with the states and FRA to review the technical data that was developed for each of the fourteen potential passenger rail alternatives. This data is described above in section 2.1. Also at the workshop, the states and FRA discussed the use of "normative statements" in the evaluation of potential passenger rail alternatives. A normative statement is a value judgment given to data for the purpose of qualitatively assessing that data. The states and FRA agreed that a normative statement would be given to each measure to qualitatively assess the measure and to "rate" the routes using three colors; green, yellow, and red:

- Routes assessed as "green" are more likely to be reasonable and feasible when compared to other routes
- Routes assessed as "yellow" are sub-optimum when compared to "green" routes but can still be considered viable
- Routes assessed as "red" are a poor choice when compared to "green" and "yellow" routes

The measures for each evaluation criterion are assessed to ensure that a potential passenger rail alternative complements the project purpose and project need for the proposed action to qualify as a reasonable and feasible passenger rail alternative. The potential passenger rail alternative that does not meet the project purpose and the project need of the proposed action will be eliminated.

A workshop was held on March 11, 2011 with representatives of Mn/DOT, WisDOT, and Amtrak to review technical data associated with the Potential Passenger Rail Alternatives and to qualitatively evaluate this data in order to identify a set of reasonable and feasible passenger rail alternatives for further analysis in the Tier 1 EIS.

At the March workshop, the states were divided into three teams to assess the evaluation criteria and measures. The workshop was structured so that the measures were assessed independently for a given criterion and an overall assessment was given to that evaluation criterion based on the results of the assessment of the measures. The teams individually assessed and rated the routes, and then discussed the team

assessments to reach a consensus assessment. This process was completed for all measures and criterion.

Identification of Reasonable and Feasible Passenger Rail Alternatives

After the stakeholder workshop, four routes remained that could be identified as Reasonable and Feasible Passenger Rail Alternatives:

- Route 1 (Existing Amtrak) - Milwaukee-Watertown-Portage-Tomah-La Crosse-Winona-Hastings-St. Paul-Minneapolis
- Route 4 (MWRRI-Madison) - Milwaukee-Watertown-Madison-Portage-Tomah-La Crosse-Winona-St. Paul-Minneapolis
- Route 10 (Amtrak-Eau Claire) - Milwaukee-Watertown-Portage-Camp Douglas-Wyeville-Merrillan-Eau Claire-St. Paul-Minneapolis
- Route 11 (Madison-Eau Claire) - Milwaukee-Watertown-Madison-Portage-Camp Douglas-Wyeville-Merrillan-Eau Claire-St. Paul-Minneapolis

A final evaluation was made to determine whether any of the remaining routes could be eliminated. In comparing these routes to one another, Route 1 had the following advantages over the other routes:

- Route 1 has 0.0 miles of significant grades while Route 4 has 4.87 miles, Route 10 has 14.38 miles, and Route 11 has 19.25 miles of significant grades.
- Travel time between MTI and Milwaukee is 33 minutes less than Route 4 (route that connects to Madison), 3 minutes less than Route 10 through Eau Claire, and 42 minutes less than Route 11 through Madison and Eau Claire;
- Capital cost of Route 1 is \$141 million less than Route 4, \$550 million less than Route 10, and \$690 million less than Route 11;
- Track maintenance cost of Route 1 is \$979,000 less than Route 4, \$630,000 less than Route 10, and \$1.608 million less than Route 11;
- 99.8% of Route 1 has CTC while only 85.4% of Route 4, 45.5% of Route 10, and 29.8% of Route 11 have CTC; and
- Route 1 serves more population of Minnesota with stops in La Crosse/La Crescent, Winona, Red Wing, and Hastings.

Additionally, Route 1 met each purpose and need for the proposed action to construct and operate a high-speed passenger rail corridor between Milwaukee and Minneapolis/St. Paul.

Route 1 provided the most competitive and attractive alternative mode of transportation. In order to attract rail users, the proposed action must provide conveniences that are competitive with or better than conveniences provided by other transportation modes. This need was addressed by decreasing travel time from the current 6 hours and 30 minutes, which is the existing travel time for the *Empire Builder* between the Twin Cities

and Milwaukee and also increasing the frequency of passenger rail service. Mn/DOT representatives were cognizant of the recent vacillation to completely fund the full high speed rail corridors in single funding cycle in favor of partial or incremental funding and building of a passenger rail route in phases allowing for incremental increases in frequency as well as "phased" reduction in travel time.

The Vision of the Minnesota Comprehensive Statewide Freight and Passenger Rail Plan is to develop a robust intrastate and interstate intercity passenger rail system which results in improved travel options, costs and speeds for Minnesota and interstate travelers. One of the priority program elements identified in the Statewide Rail Plan is to advance corridors incrementally and simultaneously with Mn/DOT's support; sequencing depending on financing, ROW acquisition and agreements with freight railroads¹.

Mn/DOT representatives considered the Vision and priority program of the Minnesota Comprehensive Statewide Freight and Passenger Rail Plan in the final evaluation. Section 4.2.2 of the draft Project Purpose and Need acknowledged that improvements to infrastructure and mitigation of freight capacity issues could allow for increased train frequency and reduced travel times for passenger rail service in the corridor. Route 1 currently has passenger service in that Amtrak's *Empire Builder* serves the corridor, and, therefore, provided the best opportunity to implement a phased approach for infrastructure improvements and freight mitigation. The proper phasing of the improvements will achieve incremental reduction in travel time for each improvement allowing for an incremental increase in frequency of passenger rail service. In fact, Mn/DOT and WisDOT are currently exploring with Amtrak the feasibility of increasing the frequency of the current service from one round-trip per day to two with the introduction of the second *Empire Builder* train between the Twin Cities and Chicago via Milwaukee.

Routes 4, 10, and 11 do not offer this benefit since each route required significant capital investment prior to the introduction of any passenger rail train service. Appendix L detailed the capital cost estimates for each alternative route. The Watertown- Madison-Portage segments needed building prior to the introduction of passenger rail service on Route 4. The estimated capital improvements for these segments are in excess of \$500 million. Route 10 required the complete build of the Camp Douglas-Eau Claire-St Paul segments from Camp Douglas. Route 11, which also serves Eau Claire, required the complete build of the Route 4 and Route 10 segments. The estimated capital improvements for Route 10 and 11 needed prior to introducing any passenger rail service was in excess of \$1.8 billion and 2.3 billion, respectively.

Therefore, the Mn/DOT representatives determined that one reason to identify Route 1 as the reasonable and feasible passenger rail alternative was because of the opportunities to incrementally implement a reduction in travel time and increase in frequency by phasing the build-out of the route. This phased approach recognized the constraints associated with funding requirements for major infrastructure improvements and is consistent with the Minnesota Statewide Rail Plan.

¹ Minnesota Comprehensive Statewide Freight and Passenger Rail Plan, February 2010

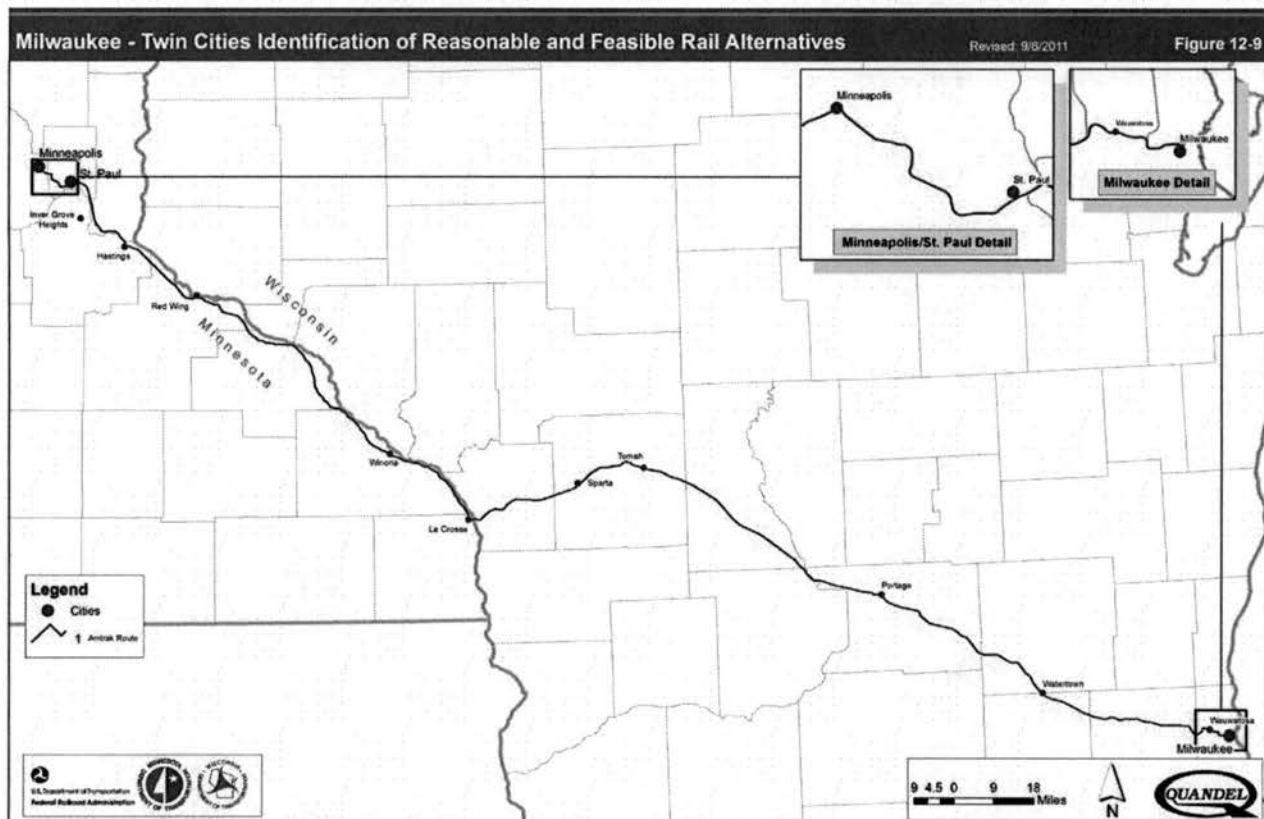


U.S. Department of Transportation
Federal Railroad Administration

Finally, on August 31, 2011, Wisconsin's Secretary of Transportation sent a letter to Mn/DOT stating that the Wisconsin Department of Transportation will no longer pursue the continuation of the Milwaukee-Twin Cities Passenger Rail Study at this time. The letter further stated that WisDOT will continue to support intercity passenger rail by focusing Wisconsin's resources on the Hiawatha and Empire Builder routes that have successfully serviced Wisconsin residents over the last 20 years. The letter further states that improving and enhancing these routes is Wisconsin's first priority. The letter is attached as Appendix P.

Because Route 1 more clearly meets the purpose and need, specifically related to a phased approach for implementation of passenger rail service, Mn/DOT has identified Route 1 as the Reasonable and Feasible Passenger Rail Alternative.

The figure below depicts the Reasonable and Feasible Passenger Rail Alternative.



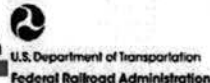
Next Steps

The next step in the project is to identify the preferred passenger rail alternative within a Tier 1 EIS document. The reasonable and feasible passenger rail alternatives and a no build alternative will be evaluated to identify the preferred passenger rail alternative. The

alternatives are evaluated based on:

- Conceptual Engineering
- Track Concepts
- Capital Cost Estimate
- Station Location Analysis
- Environmental Analysis
- Ridership
- Operating Costs
- Assessment of Benefits

Using the information gathered, a Draft Tier 1 EIS will be produced. A Final Tier 1 EIS will be circulated after agency reviews and public involvement hearings. A draft Record of Decision (ROD) will be completed, and once approved by FRA, a final ROD will be issued.





Twin Cities To Milwaukee High Speed Rail Corridor Program Project Update

DRAFT Alternatives Selection Report





Project Status

- Two Agency scoping meetings and seven public information meetings December 2010
Public involvement round one: "This is what we are going to do"
- Technical workshops and weekly conference calls to apply criteria, evaluate each route, and narrow down corridor options.
- Prepared DRAFT Alternatives Selection Report
Public involvement round two: "This is what we did"
 - Solicit Public Comments and incorporate comments into final report
- Prepare Draft Tier 1 EIS (target June 2013)
Public involvement round three: "Final environmental document for public comment"





Project Purpose and Need

- The proposed action is to construct and operate high-speed passenger rail service between Milwaukee and Twin Cities
- Purpose is to meet future regional travel demand and provide intermodal connectivity to existing and planned transportation systems in Minnesota and Wisconsin
- Need is driven by the limitations and vulnerabilities of available travel modes in the corridor to meet future travel demand





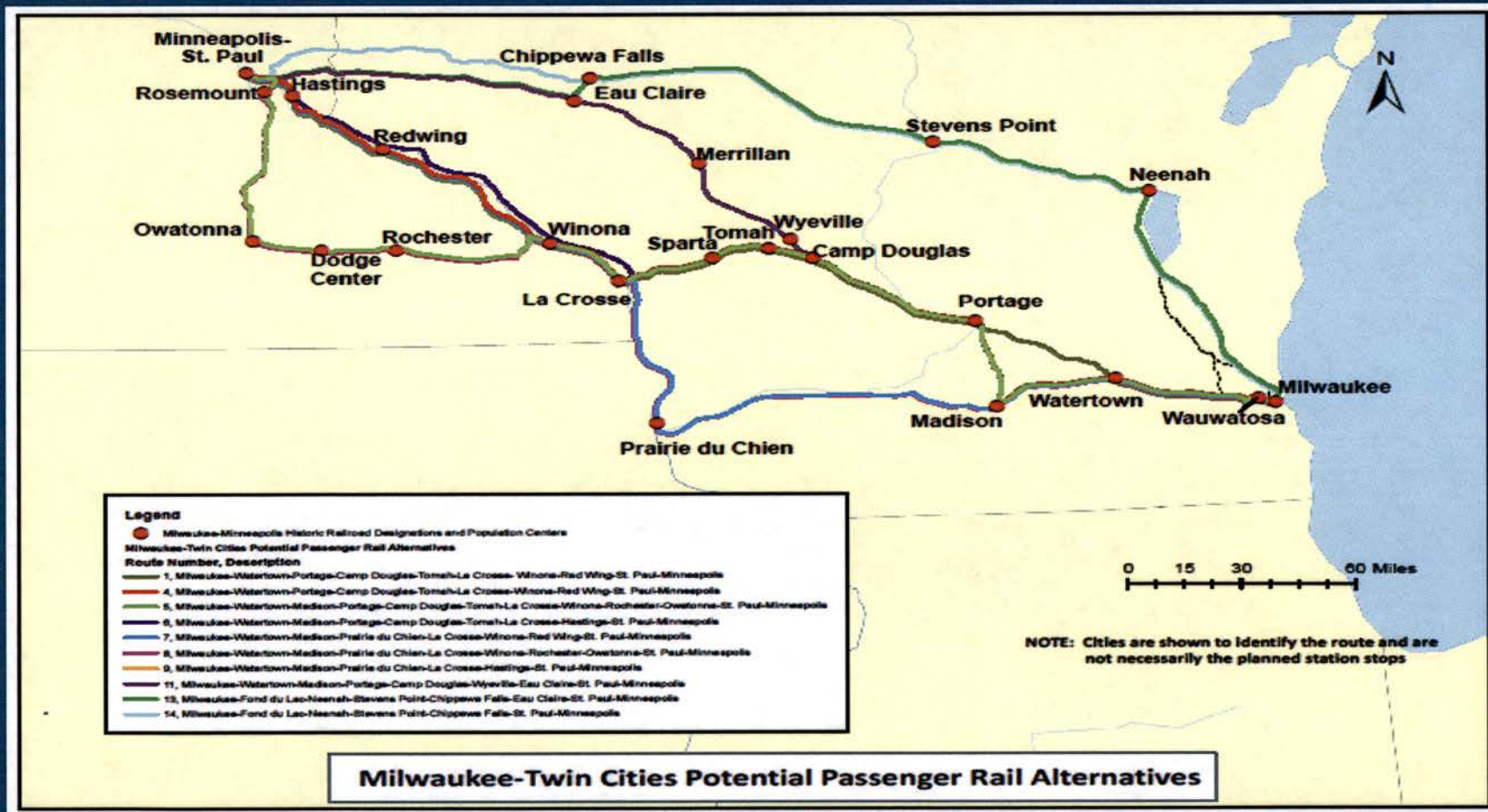
Project Purpose and Need

- The need for the proposed action exists because:
 - **Travel demand** is projected to increase within the corridor placing a significant burden on existing transportation infrastructure;
 - **Competitive and attractive** alternative modes of travel do not exist in the corridor;
 - Transportation systems require improved **reliability** to meet future demand;
 - **Intermodal connectivity** between rail and other forms of transportation are limited and require further development to meet future travel demand.





Fourteen Routes Evaluated as “Build Alternatives”



5



Identification of Reasonable and Feasible Passenger Rail Alternatives

- Qualitative assessment to identify reasonable and feasible passenger rail alternative(s)
- Evaluation Criteria
 - Route Characteristics
 - Travel Time
 - Market Size
 - Capital Cost
 - Operating Costs
 - Safety
 - Reliability
 - System Connectivity
 - Environmental Features





Evaluation Criteria

- Each potential passenger rail alternative is subject to a more robust and quantitative evaluation
- Evaluation criteria:
 1. Route Characteristics
 - Number of Main Tracks
 - Horizontal curvature
 - Significant grades
 - Miles/percent of single vs. double track
 - Miles/percent abandoned and out-of-service track
 - Miles/percent Class 1 main vs. regional/shortline





Evaluation Criteria (continued)

2. Travel Time

- At 110 mph accounting for recovery, dwell and handoffs
- Travel Time vs. automobile travel time

3. Market Size

- Population centers served within a 20-mile bandwidth
- Intermodal stations outside terminal area

4. Capital Cost

- Cost upgrade to HSR (order of magnitude)
- Cost of additional right-of-way (order of magnitude)
- Cyclical capital costs (order of magnitude)





Evaluation Criteria (continued)

5. Operating Costs

- Track Maintenance costs (order of magnitude)

6. Safety

- Number of rail-rail crossings
- Number of at-grade crossings

7. Reliability

- Freight conflicts (yards, etc.)
- Shared track use (capacity)
- Track handoffs
- Train control
- Public ownership of Route





Evaluation Criteria (continued)

8. System Connectivity

- Number of Intermodal Facilities

9. Potential impact to environmental features

- Floodplains
- Wetlands
- Threatened or Endangered Species
- Cultural resources
- 4(f)/6(f) protected properties
- Environmental Justice
- Hazardous Materials





Additional Evaluation Elements

- Identify “Routes of Concern”
 - Routes of Concern are routes that do not meet the project purpose and the project need
- Environmental Sensitivity Analysis
 - Routes with the potential for severe environmental concerns are eliminated from further analysis

Evaluation resulted in a narrowing to four routes including the current Amtrak route.





Other Considerations

- Wisconsin has formally withdrawn from the study
 - “focusing resources on Hiawatha and Empire Builder routes ... improving and enhancing these routes is our first priority”
- MnDOT and FRA continued review and refinement of evaluation criteria
- Federal focus on incremental improvements, phasing of improvements
- MnDOT and FRA will continue to proceed with corridor development, complete Mn. and FRA environmental processes in preparation for preliminary engineering





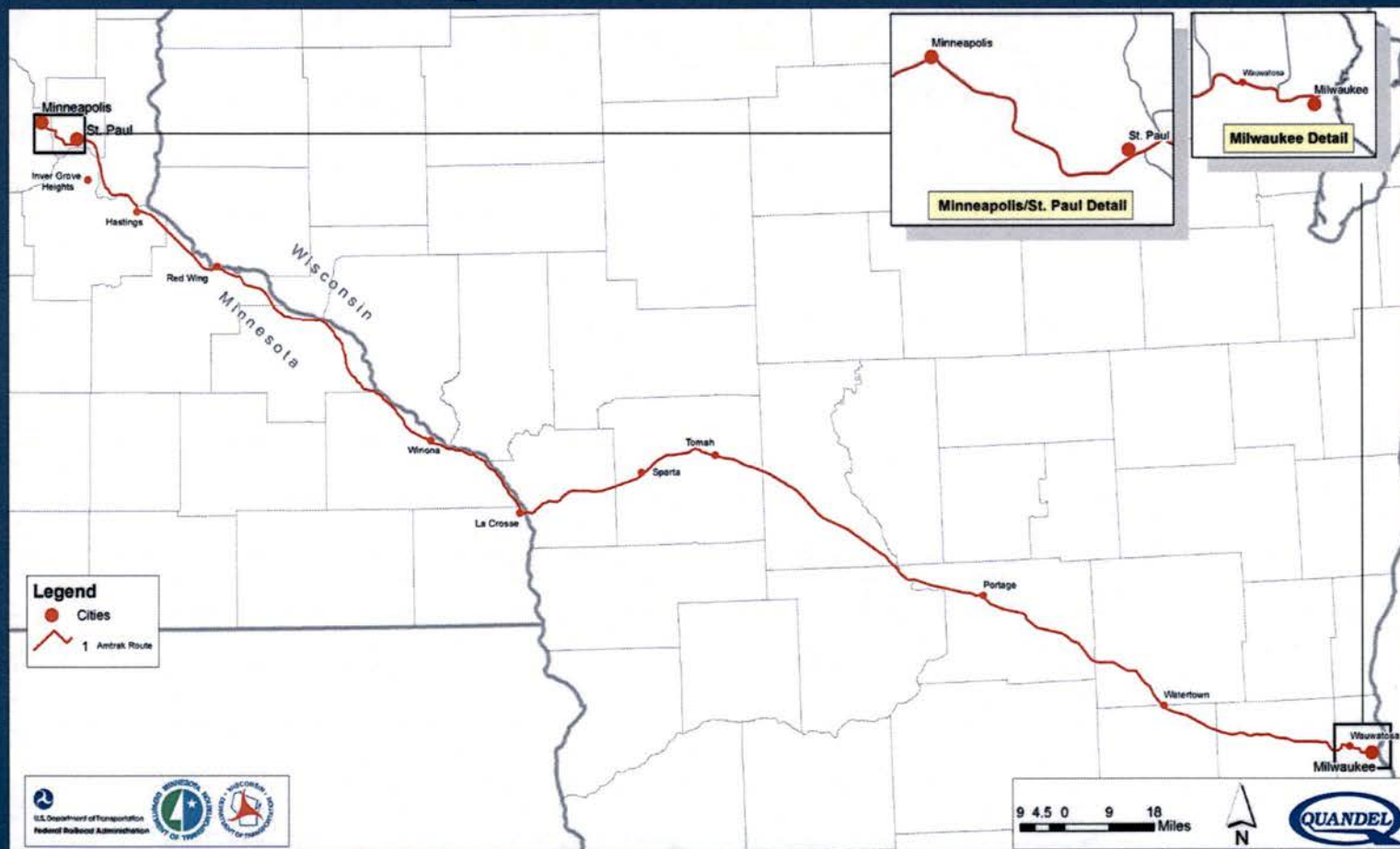
Reasonable and Feasible Alternative

- MnDOT's recommendation is to identify Route 1 (current Empire Builder route) as the reasonable and feasible passenger rail alternative
- FRA is supportive of MnDOT moving forward on their own with just the one reasonable and feasible alternative
- EIS will evaluate only the one build alternative along with the no-build alternative
 - Determine what best meets the purpose and need
 - Identify environmental consequences and measures necessary to mitigate environmental impacts in site specific detail





Identification of Reasonable and Feasible Passenger Rail Alternatives





One Reasonable and Feasible Alternative

- Route 1 has least amount of significant grades
- Travel time between MTI and Milwaukee is lowest
- Capital cost of Route 1 is between \$141 million and \$690 million less
- Track maintenance cost of Route 1 is between \$979,000 and \$1.608 million less
- 99.8% of Route 1 has CTC
- Route 1 serves more population of Minnesota with stops in La Crosse/La Crescent, Winona, Red Wing, and Hastings





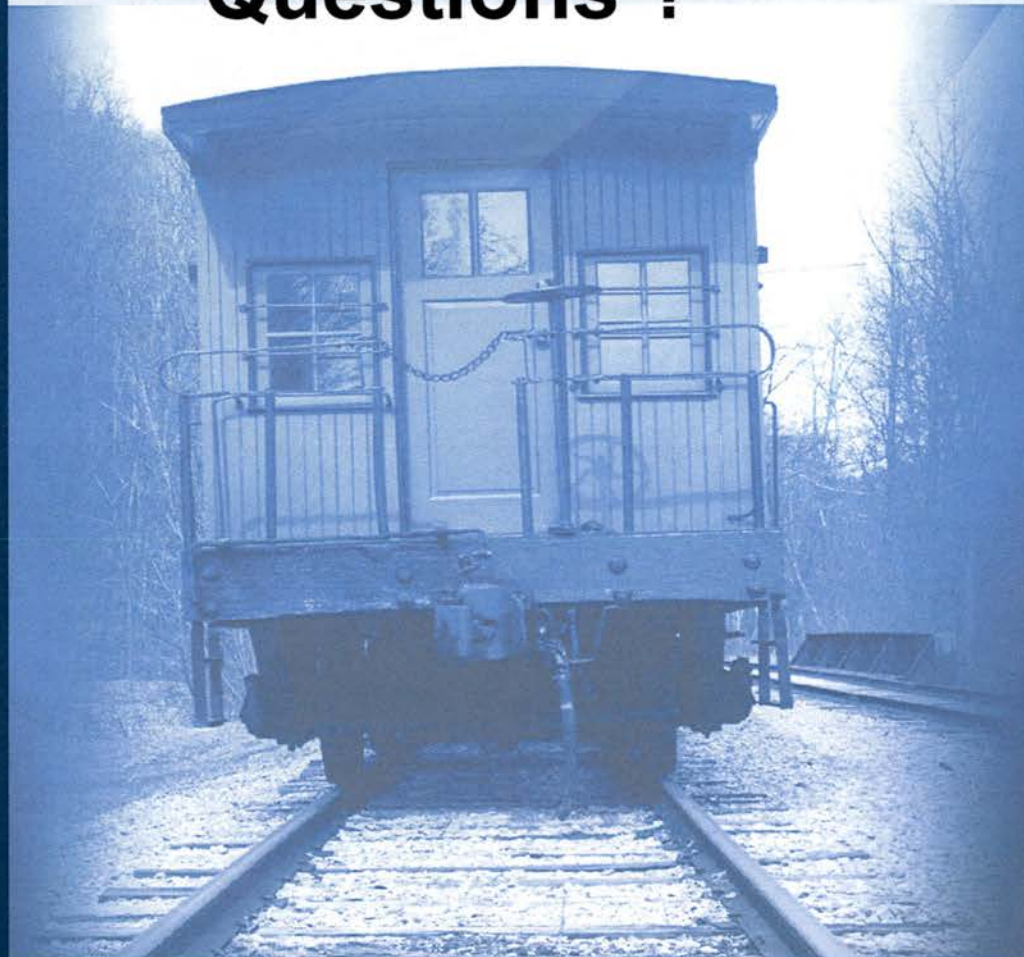
Next Step - Environmental Impact Statement

- EIS will evaluate only the one build alternative along with the no-build alternative
 - Determine what best meets the purpose and need
 - Identify environmental consequences and measures necessary to mitigate environmental impacts in site specific detail
- Prepare draft EIS
 - Public and agency review and comments
- Prepare and submit to FRA final EIS (Summer 2013)





Questions ?



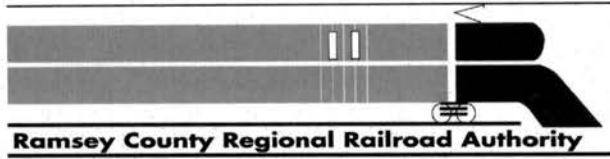
Contact:

Dan Krom, Director
Passenger Rail Office
MnDOT

651-366-3193

Daniel.Krom@state.mn.us





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

REGIONAL RAILROAD AUTHORITY MEETING

February 7, 2012

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

.....
ROLL CALL and Call to Order

AGENDA of the February 7, 2012 Regional Railroad Authority Meeting is presented for approval.

MINUTES of the January 10, 2012 Regional Railroad Authority Meeting is presented for approval.

ADMINISTRATIVE AGENDA

1. Legislative Position: Request for \$1 million in State Bond Funds for the Gateway Corridor – Support Item

Board Action Requested:

- 1) Approve the legislative position to support the Gateway Corridor in their request to the Legislature for \$1 million in State Bond Funds.
- 2) Authorize Ramsey County Regional Railroad Authority staff to work with members of the Legislature and other interested parties to seek the necessary legislation for this proposal.

2. Legislative Position: 2012 State Bond Funds for high-speed and passenger rail – Support Item

Board Action Requested:

- 1) Approve the legislative position to support the inclusion of bond funding in the 2012 bonding bill for the advancement of the Twin Cities to Milwaukee segment of the Twin Cities to Chicago corridor, the Northern Lights Express corridor, Zip Rail, and a second train between the Twin Cities and Chicago.
- 2) Authorize Ramsey County Regional Railroad Authority staff to work with members of the Legislature and other interested parties to seek the necessary legislation for this proposal.

3. Approval of the Ramsey County Regional Railroad Authority's Funding Commitment to the Minnesota High Speed Rail Commission for 2012

Board Action Requested:

- 1) Accept the Minnesota High Speed Rail Commission's 2012 Budget.
- 2) Approve the Ramsey County Regional Railroad Authority's payment of \$17,625 to the Minnesota High Speed Rail Commission as its funding commitment to the 2012 budget.
- 3) Authorize the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

(Continued)

4. Amended Subrecipient Agreements with the Metropolitan Council for the Corridors of Opportunity projects

Board Action Requested:

- 1) Approve amended Subrecipient Agreement SG011-031 with the Metropolitan Council for the Corridors of Opportunity Gateway Corridor Project, effective upon signature by parties through January 31, 2014, in the amount of \$150,000 in federal funds.
- 2) Approve revised Subrecipient Agreement SG011-045 with the Metropolitan Council for the Corridors of Opportunity Workforce/Economic Development Project, effective upon signature by parties through January 31, 2014, in the amount of \$247,000 in federal funds.
- 3) Authorize the Chair to execute the revised Subrecipient Agreements.
- 4) Authorize the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

5) Amendment One to the Central Corridor Funding Agreement for Construction with the Metropolitan Council

Board Action Requested:

- 1) Approve Amendment One to the Cooperative Funding Agreement for Construction with the Hennepin County Regional Railroad Authority and the Metropolitan Council.
- 2) Authorize the Chair to execute the Amendment.

6) Funding request by the City of St. Paul for a Streetcar Feasibility Plan

Board Action Requested:

- 1) Approve the financial commitment of up to \$16,500 for the completion of a Streetcar Feasibility Plan.
- 2) Authorize the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

7) Release of solicitation document seeking artists for Union Depot Public Art Program

Board Action Requested:

Authorize the issuance of a Call to Artists (Request for Proposals) for Public Art Commissions at the Union Depot in accordance with Ramsey County policies and procedures on Requests for Proposals, with direction to staff to return to the Ramsey County Regional Railroad Authority with a selection of artists for contracting authorization.

CORRIDOR UPDATES

ADJOURNMENT

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

January 10, 2012

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

Chair McDonough called the meeting to order at 9:20 A.M.

AGENDA

Commissioner Carter moved approval of the Agenda of the January 10, 2012 Regional Railroad Authority Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, Bennett, McDonough – 6. Nays – 0.

MINUTES

Commissioner Reinhardt moved approval of the Minutes of the January 3, 2012 Regional Railroad Authority Organizational Meeting, seconded by Commissioner Parker. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Nays – 0.

1. Presentation on the Draft Alternatives Selection Report: Milwaukee to Twin Cities segment of the Twin Cities to Chicago High-speed Rail Corridor

Dan Krom, Director, Passenger Rail Office, Minnesota Department of Transportation (Mn/DOT) presented the update on the Draft Alternatives Selection Report.

[The presentation is on file with the Ramsey County Regional Railroad Authority office]

Commissioner Ortega asked what the impacts and realities are with the withdrawal of Wisconsin from this project. He asked if we will have to wait for Wisconsin to do their part in the environmental work and what the timeline would be to get their segment of the work completed.

Mr. Krom said Mn/DOT has a year and a half to do the Environmental Impact Statement (EIS). Once they have environment clearance from the Federal Government and from the State of Minnesota, it will be an opportunity to see what progress has been made by Wisconsin. He added that once Mn/DOT completes its EIS, engineering and capacity improvements can be made along the Minnesota segment of the corridor; however if Wisconsin hasn't progressed their environmental work, then it is likely that the Wisconsin portion of the corridor will not be able to advance into preliminary engineering. He added there are a number of factors, including the position of Wisconsin, that will ultimately affect the corridor's timeline and it is hard to give a firm answer on the project's timeline because of this.

Chair McDonough commented that we won't go from a rail travel time of 8.5 hours to 5.5 hours with one investment. A lot can be done in Minnesota with this incremental build-out.

Mr. Krom said that there are opportunities to incrementally improve the corridor and that Mn/DOT has begun exploring the opportunity to contract with the railroads to make those improvements in their right-of-way; however, they would need a partner in Wisconsin to assess the station development and operations. In addition to high-speed rail, Mn/DOT is looking at a second daily train at current speeds between the Twin Cities and Chicago. Wisconsin is playing an active role in and funding the Wisconsin portion of the analysis.

Commissioner Carter asked how the federal process of the EIS is completed without the Wisconsin section.

Mr. Krom said Mn/DOT is doing the work to Milwaukee for the federal requirements. The Wisconsin Environmental Protection Act (WEPA) environmental process must be done by Wisconsin DOT and until they do it, that portion of the analysis will not be completed. For the federal environmental analysis, Mn/DOT will utilize the federal funding it has received for the analysis to cover the cost. The Minnesota portion of the cost will be covered by state funds. Because of this arrangement, Wisconsin will be included in the federal EIS document, but the WEPA requirements will remain unfulfilled.

Commissioner Rettman commented that this is the obvious option. She said there is a lot of excitement along the corridor, not only about the transportation, but also about the recreational and development possibilities this corridor will bring to the communities along it. She added that the Federal Railroad Administration (FRA) seems very complimentary of this project.

Chair McDonough said with the Comprehensive Statewide Freight and Passenger Rail Plan listing this corridor as the State's number one priority, he asked Mr. Krom to discuss what Mn/DOT's bonding request might be.

Mr. Krom said Mn/DOT's bonding request package is for \$50 million, which allows them to continue the projects they have started and also to look ahead to what those projects will need to continue to develop in the next four years. He said the FRA does want to work with us and their interest has been apparent. Mn/DOT needs to assure they have the funding available to match any funds that may come forward. Out of the \$50 million, \$10 million would go toward the River Corridor connecting the Twin Cities to Chicago.

Chair McDonough said one of his concerns he's raised is the connection between Minneapolis and St. Paul, which has been identified in the State Rail Plan as a necessary study. He said there has been great effort on the West metro side to assure this investment is made and he understands this; however, it would be a disadvantage to everyone if that investment became a priority before we actually built-out the corridor to Chicago. The investment in this connection needs to be the last piece to complete the system. He added that the connection between the two downtowns via passenger rail needs to go both ways, so that when the Northern Lights Express (NLX) enters the Interchange in Minneapolis, it also needs to come to the Union Depot in St. Paul.

Mr. Krom said he doesn't necessarily look at this as a passenger rail connection between the two downtowns, rather it's the intermediate endpoint from Chicago or Duluth along that entire corridor.

Chair McDonough said he appreciates Mn/DOT's work in balancing the issues and that Ramsey County supports the full build-out of the system. He thanked Mr. Krom for the presentation.

Commissioner Rettman requested that the resolution be amended to add a WHEREAS after the first WHEREAS to recognize the support from the various communities along the River Route.

Commissioner Rettman moved approval of the following resolution, seconded by Commissioner Carter.
Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Nays – 0.
(R12-06)

WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance regional transitways and the Union Depot Multi-Modal Transit and Transportation Hub in St. Paul to the benefit of the citizens of Ramsey County; and

WHEREAS, the Ramsey County Regional Railroad Authority is a member of the Minnesota High Speed Rail Commission which brings together communities along the existing Amtrak route to advocate for the development of high-speed rail between the Twin Cities and Chicago with a station stop at the Union Depot; and

WHEREAS, The Ramsey County Regional Railroad Authority will complete renovations of the Union Depot in 2012 transforming it into a multi-modal hub for transit, inter-city buses, pedestrians, bicyclists, and Amtrak; and;

WHEREAS, The Union Depot will be the premier Twin Cities station on the Twin Cities to Chicago high-speed rail corridor; and;

WHEREAS, The Minnesota Department of Transportation along with the Wisconsin Department of Transportation, and Amtrak initiated an Alternatives Selection Report in 2010 to analyze potential high-speed rail routes; and;

WHEREAS, The Minnesota Department of Transportation released the Draft Alternatives Selection Report for the Twin Cities to Milwaukee portion of the Twin Cities to Chicago high-speed rail corridor for public comment on November 15, 2011, and

WHEREAS, In the Draft Alternatives Selection Report, Mn/DOT identified the Existing Amtrak route as the most reasonable and feasible high-speed rail route for the following reasons:

- Zero miles of significant grades
- Shortest travel time
- Least capital cost
- Least operating and maintenance cost
- Nearly 100% CTC signalized
- Serves the most Minnesotans
- Ability to be implemented incrementally, and;

WHEREAS, The Existing Amtrak route offers the additional benefit of an incremental and phased approach to implementation. Now, Therefore, Be It

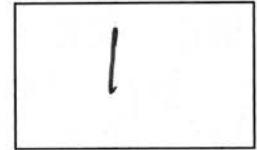
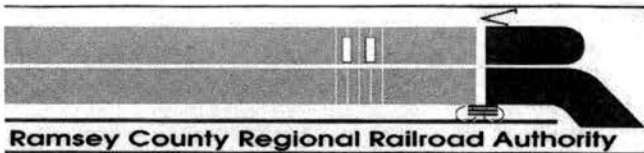
RESOLVED, The Ramsey County Regional Railroad Authority endorses the Minnesota Department of Transportation's selection of the existing Amtrak route for the Twin Cities to Milwaukee segment of the Twin Cities to Chicago Corridor with its station stop at the Union Depot as the most reasonable and feasible passenger rail alternative.

CORRIDOR UPDATES

No updates were reported.

ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned at 9:50 A.M.



REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **02/07/2012**

Regional Railroad Authority Meeting Date: _____

SUBJECT: Legislative Position: Request for \$1 million in State Bond Funds for the Gateway Corridor – Support Item

EXECUTIVE SUMMARY

The Gateway Corridor (formerly known as the I-94 Corridor) is the eastern gateway to the Twin Cities carrying more than 110,000 vehicles a day at I-694 and 130,000 vehicles a day at Trunk Highway 52. The 2030 Transportation Policy Plan identifies the Gateway Corridor from downtown St. Paul to the St. Croix River as a congested corridor in 2030. To maintain and improve mobility in the corridor, transit improvements are needed. The Gateway Corridor Commission is currently leading the Alternatives Analysis for the corridor. Following the completion of this study in the spring of 2012, environmental analysis and preliminary engineering on the locally preferred alternative will begin.

The Ramsey County Regional Railroad Authority and Washington County are providing funding for the environmental work. Following the completion of environmental work in 2014, the corridor will undertake preliminary engineering. In order to continue to build momentum, the Gateway Corridor Commission passed resolution 2012-01 on January 19, 2012 which requests \$1 million in state bond funds for the completion of preliminary engineering on the corridor. The commission requested that its member cities and counties pass similar resolutions supporting the \$1 million request.

ACTION REQUESTED

1. Approve the legislative position to support the Gateway Corridor in their request to the Legislature for \$1 million in State Bond Funds.
2. Authorize Ramsey County Regional Railroad Authority staff to work with members of the Legislature and other interested parties to seek the necessary legislation for this proposal.

SUBJECT: Legislative Position: Request for \$1 million in State Bond Funds for the Gateway Corridor – Support Item

ATTACHMENTS:

Gateway Corridor Commission Resolution # 2012-01

PREVIOUS ACTION:

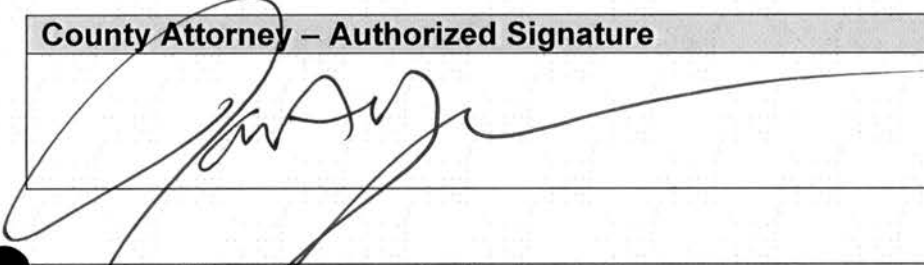
COUNTY MANAGER'S COMMENTS:

Ramsey County Regional Railroad Authority action is required to establish legislative positions.

SUBJECT: Legislative Position: Request for \$1 million in State Bond Funds for the Gateway Corridor – Support Item

Regional Railroad Authority – Authorized Signature	Date
	2/2/12

Budgeting & Accounting – Authorized Signature	Date
	2/1/12

County Attorney – Authorized Signature	Date
	2/1/2012

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Legislative Position: Request for \$1 million in State Bond Funds for the Gateway Corridor – Support Item

DRAFT RESOLUTION

1 WHEREAS, The Gateway Corridor Commision (commission) was established on March of
2 2009 to address transportation needs in the I-94 Corridor; and

3
4 WHEREAS, The Ramsey County Regional Railroad Authority is a member of the
5 commission; and

6
7 WHEREAS, The I-94 Corridor is the principal east/west route for traffic through Ramsey,
8 Washington, and St. Croix Counties connecting St. Paul to the eastern metropolitan area; and

9
10 WHEREAS, The I-94 Corridor is experiencing robust employment and population growth;
11 and

12 WHEREAS, The 2030 Transportation Policy Plan and been approved by the Metropolitan
13 Council and identifies the I-94 Corridor as a Transitway Corridor in need of additional analysis; and

14
15 WHEREAS, The commission is currently conducting an Alternatives Analysis for the
16 corridor; and

17
18 WHEREAS, Followign the completion of the Alternatives Analysis environmental analysis
19 and preliminary engineering are the next steps in the development of the transitway; and

20
21 WHEREAS, Funding has been secured for the completion of enviornmental analysis; and

22
23 WHEREAS, The commission has requested \$1 million in state bond funds for the
24 completion of preliminary engineering work for the Gateway Corridor, Now, Therefore Be It

25
26 RESOLVED, The Ramsey County Regional Railroad Authority approves the legislative
27 position to support the Gateway Corridor in their request to the Legislature for \$1 million in State
28 Bond Funds, and Be It Further

29
30 RESOLVED, The Ramsey County Regional Railroad Authority authorizes Ramsey County
31 Regional Railroad Authority staff to work with members of the Legislature and other interested
32 parties to seek the necessary legislation for this proposal.
33
34

Attachment

Gateway Corridor Commission Resolution No. 2012-01

RESOLUTION SUPPORTING THE WASHINGTON COUNTY REQUEST FOR \$1,000,000 IN STATE BOND FUNDS TO THE GATEWAY CORRIDOR COMMISSION

WHEREAS, the Gateway Corridor Commission (Commission) was established in March of 2009 to address transportation needs in the I-94 Corridor; and

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

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

WHEREAS, the 2030 Transportation Policy Plan has been approved by the Metropolitan Council and identifies the I-94 Corridor as a Transitway Corridor in need of additional analysis; and

WHEREAS, the Commission has started the development and completion of an Alternatives Analysis to determine the transit needs in the corridor and the study is expected to be completed by spring 2012; and

WHEREAS, the next step in the transitway development process will be to begin the environmental analysis and preliminary engineering for the locally preferred alternative identified in the Alternatives Analysis.

NOW THEREFORE, BE IT RESOLVED, that Commission hereby supports Washington County's request for the State of Minnesota to provide \$1,000,000 in state bond funds to the Gateway Commission for preliminary engineering work in the Gateway Corridor.

Approved:

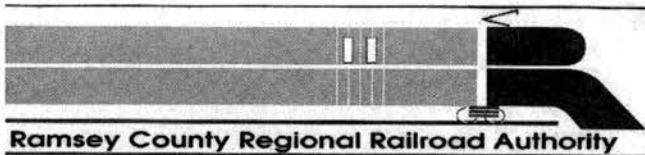
Lisa Weik
Chairperson

1-12-12
Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Gateway Corridor Commission at a duly authorized meeting thereof held on the 12th day of January, 2012 as shown by the minutes of said meeting in my possession.

5

	YES	NO	ABSTAIN	ABSENT
REINHARDT	X			
WEIK	X			
LANTRY	X			
ROSSBACH	X			
REINKE				X
GIULIANI STEPHENS	X			
JOHNSTON	X			
KYLLO	X			
NELSON	X			
ZELLER				X



2

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **02/07/2012**

Regional Railroad Authority Meeting Date: _____

SUBJECT: Legislative Position: 2012 State Bond Funds for high-speed and passenger rail – Support Item

EXECUTIVE SUMMARY

The 2012 legislative session is expected to include a bonding bill for a limited number of projects. The Ramsey County Regional Railroad Authority (RCRRA) has previously requested funding for High Speed Rail from Chicago to the Twin Cities, including The Union Depot Multi-Modal Transit and Transportation Hub. Continued funding for high-speed and passenger rail is critical to the development of corridors that link Ramsey County via Union Depot to Chicago, Rochester, Eau Claire, Duluth, St. Cloud, Fargo/Moorhead, and Mankato as identified in the Minnesota Department of Transportation's (Mn/DOT) Comprehensive Freight and Passenger Rail Plan (State Rail Plan).

In 2009, \$26 million in bonding was appropriated to passenger and high-speed rail in Minnesota. \$23 million of this funding has been obligated to Minnesota projects and additional funding is needed to continue advancing high-speed and passenger rail. The need for funding was recognized by Mn/DOT's Office of Passenger Rail through their request for \$50 million. This request would provide funding for the following projects:

- Twin Cities to Milwaukee/Chicago
- Northern Lights Express (Duluth)
- Zip Rail (Rochester)
- Second Train – Twin Cities to Chicago

(The Executive Summary is continued on the following page)

ACTION REQUESTED

1. Approve the legislative position to support the inclusion of bond funding in the 2012 bonding bill for the advancement of the Twin Cities to Milwaukee segment of the Twin Cities to Chicago corridor, the Northern Lights Express corridor, Zip Rail, and a second train between the Twin Cities and Chicago.
2. Authorize Ramsey County Regional Railroad Authority staff to work with members of the Legislature and other interested parties to seek the necessary legislation for this proposal.

SUBJECT: Legislative Position: 2012 State Bond Funds for high-speed and passenger rail – Support Item

(Executive Summary continued)

On January 17, 2012, Governor Dayton released his bonding request which did not include funding for high speed rail. The RCRRA and other supporters of high speed rail have the opportunity to work with both the House and Senate to include high speed rail funding as they develop their bonding bills.

SUBJECT: Legislative Position: 2012 State Bond Funds for high-speed and passenger rail – Support Item

ATTACHMENTS:

PREVIOUS ACTION:

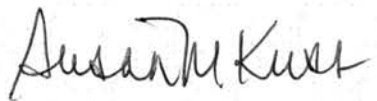
These funds have been requested in prior legislative sessions

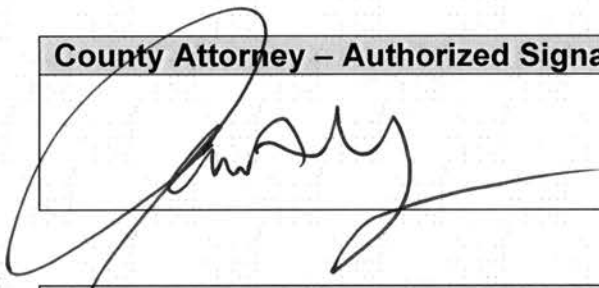
COUNTY MANAGER'S COMMENTS:

Ramsey County Regional Railroad Authority action is required to establish legislative positions.

SUBJECT: Legislative Position: 2012 State Bond Funds for high-speed and passenger rail – Support Item

Regional Railroad Authority – Authorized Signature	Date
	2/1/12

Budgeting & Accounting – Authorized Signature	Date
	2/1/12

County Attorney – Authorized Signature	Date
	2/1/2012

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

**SUBJECT: Legislative Position: 2012 State Bond Funds for high-speed and passenger rail
– Support Item**

Draft Resolution

1 WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance the
2 Union Depot Multi-Modal Transit and Transportation Hub to the benefit of the citizens of Ramsey
3 County; and
4

5 WHEREAS, Funding and policies that impact high speed rail corridors that connect to the
6 Union Depot Multi-Modal Transit and Transportation Hub will be discussed in the 2012 state
7 legislative session; and
8

9 WHEREAS, These corridors include Twin Cities to Chicago, Rochester, Eau Claire, Duluth,
10 St. Cloud, Fargo/Moorhead, and Mankato as identified in the Minnesota Department of
11 Transportation's Comprehensive Freight and Passenger Rail Plan (State Rail Plan); and
12

13 WHEREAS, In 2009 the Minnesota Department of Transportation was awarded \$26 million
14 in bond funding for high-speed and passenger rail; and
15

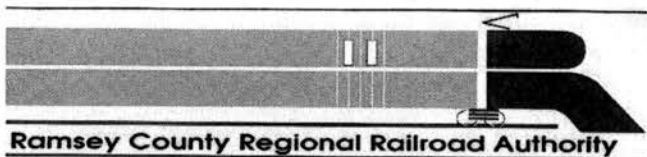
16 WHEREAS, \$23 million of the 2009 bond funds have been appropriated to high-speed rail
17 projects in Minnesota; and
18

19 WHEREAS, There is a need to provide additional funding for high-speed and passenger rail
20 in Minnesota for the development of the Twin Cities to Milwaukee segment of the Twin Cities to
21 Chicago corridor, the Northern Lights Express corridor, Zip Rail, and a second train between the
22 Twin Cities and Chicago; Now, Therefore, Be It
23

24 RESOLVED, The Ramsey County Regional Railroad Authority approves the legislative
25 position to support the inclusion of bond funding in the 2012 bonding bill for the advancement of
26 the Twin Cities to Milwaukee segment of the Twin Cities to Chicago corridor, the Northern Lights
27 Express corridor, Zip Rail, and a second train between the Twin Cities and Chicago, and Be It
28 Further
29

30 RESOLVED, the Ramsey County Regional Railroad Authority authorizes Ramsey County
31 Regional Railroad Authority staff to work with members of the Legislature and other interested
32 parties to seek the necessary legislation for this proposal.
33

5



3

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: **02/07/2012**

Regional Railroad Authority Meeting Date: _____

SUBJECT: Approval of the Ramsey County Regional Railroad Authority's Funding Commitment to the Minnesota High Speed Rail Commission for 2012

EXECUTIVE SUMMARY

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

On April 28, 2009, the Ramsey County Regional Railroad Authority (RCRRA) adopted the Minnesota High Speed Rail Joint Powers Agreement (Agreement). The Agreement has since been adopted by the majority of regional railroad authorities along the Corridor creating the Minnesota High Speed Rail Commission (Commission). The Commission has the purpose of bringing together the regional railroad authorities and cities to cooperatively advocate for and analyze the feasibility, environmental impacts, engineering, construction and operation of an integrated rail transportation system within the Corridor.

In approving the Agreement, the RCRRA agreed to be a Financial Party and to pay a portion of the Commission's yearly activities. On September, 1, 2009, the RCRRA also approved a Financial Services Agreement with the Commission, which designated the RCRRA as the Fiscal Agent for the Commission. On November 3, 2011, the Commission passed its 2012 Work Plan and total budget of \$80,000. The Bylaws require that a yearly budget be approved by the Commission and that each Financial Party's funding commitment be approved by the respective Financial Party's Board.

(Executive Summary is continued on the following page)

ACTION REQUESTED

1. Accept the Minnesota High Speed Rail Commission's 2012 Budget.
2. Approve the Ramsey County Regional Railroad Authority's payment of \$17,625 to the Minnesota High Speed Rail Commission as its funding commitment to the 2012 budget.
3. Authorize the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

(Executive Summary continued)

The approved 2012 Commission budget identifies expenditures of \$80,000 and the use of \$30,000 in fund balance to offset 2012 member contributions. The RCRRA financial participation in the Commission's budget is 35.25%, or \$28,200. After the use of fund balance, the RCRRA financial participation drops by \$10,575 to \$17,625. These funds are available in the 2012 Regional Railroad Authority operating budget. Adoption of the proposed resolution provides RCRRA's 2012 funding commitment to the Commission.

SUBJECT: Approval of the Ramsey County Regional Railroad Authority's Funding Commitment to the Minnesota High Speed Commission for 2012

ATTACHMENTS:

1. Final 2012 Minnesota High Speed Rail Commission Work Plan and Budget
2. Resolution # R09-34, which approved the Financial Services Agreement with the Minnesota High Speed Rail Commission.

PREVIOUS ACTION:

On April 5, 2011, the Ramsey County Regional Railroad Authority approved payment of \$17,625 to the Minnesota High Speed Rail Commission for its portion of the 2011 Commission budget.

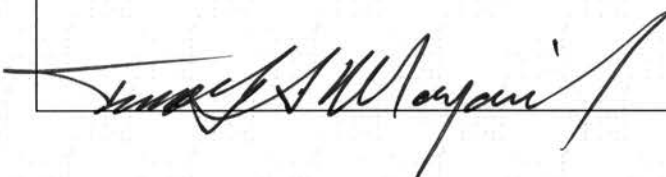
On March 16, 2010, the Ramsey County Regional Railroad Authority approved payment of \$13,748 to the Minnesota High Speed Rail Commission for its portion of the 2010 Commission budget.

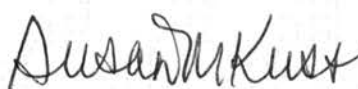
On September 1, 2009 the Ramsey County Regional Railroad Authority approved payment of \$21,150 to the Minnesota High Speed Rail Commission for its portion of the 2009 Commission budget.

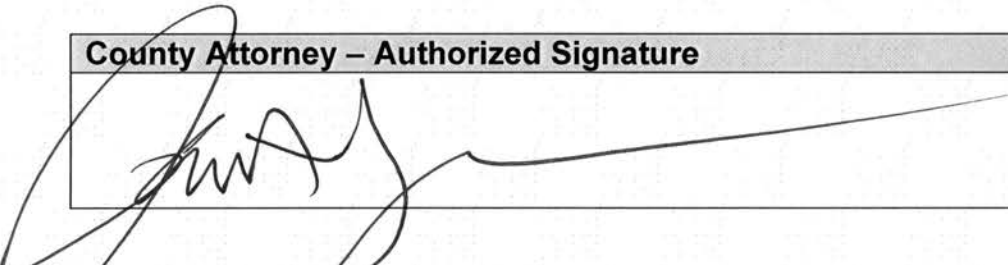
COUNTY MANAGER'S COMMENTS:

The Bylaws require that a yearly budget be approved by the Minnesota High Speed Rail Commission and that each Financial Party's funding commitment be approved by the respective Financial Party's Board. Approval of this payment of \$17,625 will allow work to continue on the Minnesota High Speed Rail Corridor which will ultimately provide high speed rail service from the Twin Cities to Chicago.

SUBJECT: Approval of the Ramsey County Regional Railroad Authority's Funding Commitment to the Minnesota High Speed Commission for 2012

Regional Railroad Authority – Authorized Signature	Date
	2/2/12

Budgeting & Accounting – Authorized Signature	Date
	2/1/12

County Attorney – Authorized Signature	Date
	2/1/2012

Property Management – Authorized Signature	Date

Information Services– Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Approval of the Ramsey County Regional Railroad Authority's Funding Commitment to the Minnesota High Speed Commission for 2012

Draft Resolution

1 WHEREAS, The Minnesota High Speed Rail Corridor begins at The Union Depot in
2 downtown St. Paul and travels southeast along the Canadian Pacific Railway track to La
3 Crescent prior to entering Wisconsin and continuing on to Chicago; and
4

5 WHEREAS, The Ramsey County Regional Railroad Authority adopted the Minnesota
6 High Speed Rail Commission Joint Powers Agreement ("Agreement") on April 28, 2009; and
7

8 WHEREAS, The Agreement has since been adopted by the majority of Regional Railroad
9 Authorities along the Corridor; and
10

11 WHEREAS, Adoption of the Agreement created the Minnesota High Speed Rail
12 Commission ("Commission") which allows its member parties to cooperatively advocate for and
13 analyze the feasibility, environmental impacts, engineering, construction and operation of an
14 integrated rail transportation system in the Corridor, along with the associated land use and
15 development impacts; and
16

17 WHEREAS, The Ramsey County Regional Railroad Authority is a Financial Party to the
18 Agreement; and
19

20 WHEREAS, The Commission adopted its 2012 Work Plan and Budget on November 3,
21 2011; and
22

23 WHEREAS, The Bylaws require each Financial Party to approve its financial participation
24 to the Commission; and
25

26 WHEREAS, The Commission's 2012 Work Plan and Budget identified \$28,200, or
27 35.25% as the Ramsey County Regional Railroad Authority funding commitment; and
28

29 WHEREAS, The Commission's 2012 Work Plan and Budget identified the use of \$30,000
30 in fund balance to offset 2012 member funding commitments; and
31

32 WHEREAS, The use of fund balance reduces the Ramsey County Regional Railroad
33 Authority contribution by \$10,575 resulting in a total funding commitment of \$17,625. Now
34 Therefore, Be It
35

36 RESOLVED, The Ramsey County Regional Railroad Authority hereby accepts the
37 Commission's 2012 Budget, and Be It Further
38

39 RESOLVED, The Ramsey County Regional Railroad Authority approves a payment of
40 \$17,625 to the Minnesota High Speed Rail Commission as its funding commitment to the 2012
41 Budget, and Be It Further
42

43 RESOLVED, The Ramsey County Regional Railroad Authority authorizes the County
44 Manager to make all necessary budget adjustments including increasing estimated revenues
45 and appropriations.
46
47

5



Approved:
November 3, 2011

Minnesota High Speed Rail Commission
2012 Final Work Plan and Budget

1. General Activities

The Minnesota High Speed Rail Commission (Commission) will work with Corridor municipalities, the Prairie Island Indian Community, the Minnesota Department of Transportation (Mn/DOT), the Metropolitan Council, the La Crosse Area Planning Committee, Amtrak, Canadian Pacific Railway, Burlington Northern Santa Fe Railway, Union Pacific Railway, and others to continue the advancement and development of high speed rail from La Crescent to the Union Depot in St. Paul, 'the River Route'. To accomplish this the Commission will do the following:

- Monitor the progress of high-speed rail activities in the United States and the Midwest
- Monitor progress and offer guidance on high speed rail studies involving the River Route
- Monitor progress and offer guidance on studies for additional passenger rail service along the River Route
- Coordinate with Mn/DOT on high speed and passenger rail studies that impact the River Route
- Coordinate with other interested parties on high speed rail improvements throughout the United States
- Offer formal comments on high speed rail studies and state and federal policy as needed
- Work for the seamless integration of high speed rail into the River Route's municipalities' comprehensive plans
- Offer guidance and assistance to municipalities, Mn/DOT, Metropolitan Council, freight railroads, and others for the advancement of high speed rail along the River Route

General Activities will be lead by commission staff working with agency staff to advise the commission on when its involvement is needed.

2. Advocacy and Legislative Coordination

The Commission will continue to develop policy positions and advocate for improved high speed and passenger rail service in the Corridor and throughout the Midwest Regional Rail System. To accomplish this, the Commission will do the following:

- Inform legislators of the need for high speed rail service
- Inform legislators of the need for high speed rail service along the River Route
- Advocate for increased funding to improve and expand the existing Amtrak passenger rail service along the River Route
- Coordinate legislative initiatives with impacted freight railroads, the Prairie Island Indian Community, the Counties Transit Improvement Board, Mn/DOT the



Approved:
November 3, 2011

Metropolitan Council, the La Crosse Area Planning Committee, Amtrak, other high speed passenger rail corridors, and other impacted parties

- Coordinate legislative initiatives with the Red Rock Corridor Commission for those initiatives that impact both Corridors
- Coordinate legislative initiatives with partner agencies for those initiatives that impact the River Route
- Establish positions on state and federal legislative initiatives that affect the River Route
- Encourage Minnesota and Wisconsin to continue advancing the Milwaukee to Twin Cities portion of the Twin Cities to Chicago high speed rail corridor into design and offer support for the associated federal and state funding requests
- Attend regional/national conferences to educate members on high speed rail and its impact on mobility, the economy, and built environment
- Host joint meetings and forums with high speed rail advocates to encourage the implementation of high speed rail along the River Route
- Advocate for the continued analysis of high speed rail along the River Route and work to strengthen the conclusions of the Minnesota State Rail Plan which identified the River Route as a priority high speed rail corridor
- Advocate for a multimodal transportation system that improves mobility through connecting corridor communities without stations to each other and to communities with stations
- Advocate for rail safety improvements including at-grade crossings and track upgrades

Advocacy and Legislative Coordination Activities will be lead by commission staff working with the Chair to identify which items merit commission involvement. If commission involvement is merited, and time allows, the items will be brought to the commission for discussion. If time does not allow, the Chair will determine whether or not the commission shall be involved. In all instances, the Chair shall be the spokesperson for the commission.

3. Public Involvement

The Commission's public involvement activities will be developed to increase public awareness of high speed rail, high speed rail along the River Route, the Commission, the larger Midwest Regional Rail Initiative, the importance of investing in high speed rail and existing passenger rail service. These activities will be separate from, but coordinated with the Mn/DOT's public involvement activities related to the implementation of the completed Minnesota State Rail Plan. Specific Commission activities will include:

- Implement a Public Communications strategy that builds upon the Commission's Strategic Communications Plan. This strategy will guide the Commission's public involvement activities including:
 - Public Information
 - Community Relations
 - Media Relations
 - Corridor Positioning



Approved:
November 3, 2011

- Website Presence
- Social Media (Twitter, Facebook, etc.)
- Supporter Distribution List
- Materials Development and Production
- Revise the Strategic Communications Plan as needed
- Coordination with partner agencies on high speed rail and River Route advocacy
- Speakers Bureau presentations to community groups on high speed rail and the River Route will be attended by the Chair and the host commissioner. Attendance by other members of the commission is encouraged.
- Support for similar organizations (e.g. Midwest High Speed Rail Association)
- Media recognition of Commission meetings and events through print, radio, and public access television

Public Involvement Activities will be lead by commission staff working with the commission's communications consultant. Public involvement strategies will continue to be discussed with the Chair before being brought to the commission.

4. Management, Policy, and Administrative Activities

Commission activities will include but not be limited to the following:

- Prepare and adopt the 2013 Work Plan and Budget
- Prepare the annual yearly report
- Review insurance needs and procure appropriate insurance
- Provide Commission and staff administration
- Manage Commission expenses

Management, Policy, and Administrative Activities will be lead by commission staff. The deliverables will continue to be brought before the commission for their approval.



Approved:
November 3, 2011

2012 Expenditures

Expenditure Category	Amount
Advocacy and Legislative Coordination	
- Publications	\$2,000
- Materials	\$3,000
- Special Events	\$10,000
- Travel to Washington D.C. (responsibility of each member)*	
- Travel to National Conferences (responsibility of each member)**	
- Federal/State Advocacy (Financial member in kind contribution)	[\$20,000]
Subtotal	\$15,000
Public Involvement	
- Implementation of Public Communications Plan	\$25,000
- Website Hosting/Content Development	\$5,000
- Public Information Materials and Production	\$5,000
Subtotal	\$35,000
Management/Administration	
- Materials	\$3,000
- Insurance	\$2,000
Subtotal	\$5,000
Contingency	\$25,000
Total	\$80,000

*Multiple Financial Members currently have contracts with federal and state lobbyists. These lobbyists will provide federal and state lobbying services as an in kind contribution of the financial members to the Commission.

** Travel to out of state events/conferences would be the responsibility of each individual member. Total cost per person for a trip to Washington D.C. is approximately \$1,500 and a trip to a national conference is approximately \$2,200 (includes conference registration).



Approved:
November 3, 2011

2011 Revenue

Revenue Source		Amount		
Federal Appropriations				
Subtotal		\$0		
State Appropriations				
Subtotal		\$0		
Regional Railroad Authority:	Percentage:		Approved Offset*	Adjusted 2011 Contribution
- Ramsey County	35.25%	\$28,200	\$10,575	\$17,625
- Dakota County	21.50%	\$17,200	\$6,450	\$10,750
- Washington County	18.75%	\$15,000	\$5,625	\$9,375
- Winona County	10.50%	\$8,400	\$3,150	\$5,250
- Goodhue County	8.75%	\$7,000	\$2,625	\$4,375
- Wabasha County	5.25%	\$4,200	\$1,575	\$2,625
Subtotal	100%	\$80,000	\$30,000	\$50,000
TOTAL		\$80,000		

*The commission had a fund balance at the end of 2010 of approximately \$40,000. The commission approved the use of \$30,000 from the fund balance to offset financial member contributions for 2011. This resulted in the financial members being billed for a \$50,000 which was the remaining balance once the \$30,000 of fund balance was put towards the \$80,000 budget.



Approved:
November 3, 2011

2012 Revenue (Proposed)

Revenue Source		Amount		
Federal Appropriations				
Subtotal		\$0		
State Appropriations				
Subtotal		\$0		
Regional Railroad Authority:	Percentage:		Proposed Offset	Adjusted 2012 Contribution
- Ramsey County	35.25%	\$28,200	\$10,575	\$17,625
- Dakota County	21.50%	\$17,200	\$6,450	\$10,750
- Washington County	18.75%	\$15,000	\$5,625	\$9,375
- Winona County	10.50%	\$8,400	\$3,150	\$5,250
- Goodhue County	8.75%	\$7,000	\$2,625	\$4,375
- Wabasha County	5.25%	\$4,200	\$1,575	\$2,625
Subtotal	100%	\$80,000	\$30,000	\$50,000
TOTAL		\$80,000		

The Commission is projected to have a fund balance at the end of 2011 of approximately \$39,000. A portion of this balance could be used to offset financial member contributions for 2012. Staff recommends that \$9,000 be carried over into 2012 leaving \$30,000 available to offset financial member contributions for 2012.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 1, 2009 No.: R09-34

WHEREAS, The Minnesota High Speed Rail Corridor begins at the Union Depot in downtown St. Paul and travels southeast along the Canadian Pacific Railway track to La Crescent prior to entering Wisconsin and continuing on to Chicago; and

WHEREAS, The Ramsey County Regional Railroad Authority adopted the Minnesota High Speed Rail Corridor Joint Powers Agreement ("Agreement") on April 28, 2009; and

WHEREAS, The Agreement has since been adopted by the majority of Regional Railroad Authorities along the Corridor; and

WHEREAS, Adoption of the Agreement created the Minnesota High Speed Rail Corridor Commission ("Commission") which allows its member parties to cooperatively advocate for and analyze the feasibility, environmental impacts, engineering, construction and operation of an integrated rail transportation system in the Corridor along with the associated land use and development impacts; and

WHEREAS, The Minnesota High Speed Rail Joint Powers Agreement calls for the designation of a Fiscal Agent to provide contract management, legal review, and budgeting and accounting services necessary or convenient for the Commission and otherwise act as the Commission's fiscal agent; and

WHEREAS, on July 2, 2009, the Commission adopted its Bylaws, 2009 Work Plan and Budget, and designated the Ramsey County Regional Railroad Authority as its fiscal agent; and

WHEREAS, a Financial Services Agreement between the Ramsey County Regional Railroad Authority and the Commission is needed to formalize this designation. Now Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority approves the Financial Services Agreement between it and the Commission, and Be It Further

RESOLVED, that the Ramsey County Regional Railroad Authority authorizes the Chair to execute the Financial Services Agreement between the Ramsey County Regional Railroad Authority and the Minnesota High Speed Rail Commission.

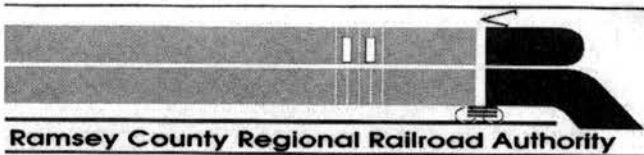
Ramsey County Regional Railroad Authority

	YEA	NAY	OTHER
Tony Bennett	X		
Toni Carter			X (Absent)
Rafael Ortega	X		
Victoria Reinhardt	X		
Janice Rettman	X		
Jan Parker	X		
Jim McDonough	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: 02/07/2012

Regional Railroad Authority Meeting Date: _____

SUBJECT: Amended Subrecipient Agreements with the Metropolitan Council for the Corridors of Opportunity projects

EXECUTIVE SUMMARY

On June 7, 2011, The Ramsey County Regional Railroad Authority (RCRRA) approved two subrecipient agreements with the Metropolitan Council for Corridors of Opportunity projects, the Gateway Corridor Project and the Workforce/Economic Development Project. Since that time, the U.S. Department of Housing and Urban Development (HUD) has revised its grant reporting and reimbursement rules and procedures for grant recipients and subrecipients. Therefore, agreements between the Metropolitan Council and RCRRA are required to be amended.

The revised rules and procedures by HUD reflect changes in grant reporting and reimbursement, including:

- The use of Form 425 is no longer required, which is a financial form that had been included in the first sub-recipient grant agreement. Only the Metropolitan Council is required to submit this form to HUD.
- A revised payment process reflecting the new payment plan of three installments scheduled along with the bi-annual reporting periods.
- A requirement to report on Section 3 persons and businesses that participate in projects funded by the grant.

ACTION REQUESTED

1. Approve amended Subrecipient Agreement SG011-031 with the Metropolitan Council for the Corridors of Opportunity Gateway Corridor Project, effective upon signature by parties through January 31, 2014, in the amount of \$150,000 in federal funds.
2. Approve revised Subrecipient Agreement SG011-045 with the Metropolitan Council for the Corridors of Opportunity Workforce/Economic Development Project, effective upon signature by parties through January 31, 2014, in the amount of \$247,000 in federal funds.
3. Authorize the Chair to execute the revised Subrecipient Agreements.
4. Authorize the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

1

SUBJECT: Amended Subrecipient Agreements with the Metropolitan Council for the Corridors of Opportunity projects

ATTACHMENTS:

1. Amended Subrecipient Agreement # SG011-031 for the Corridors of Opportunity Gateway Corridor Project
2. Amended Subrecipient Agreement # SG011-045 for the Corridors of Opportunity Workforce/Economic Development Project

PREVIOUS ACTION:

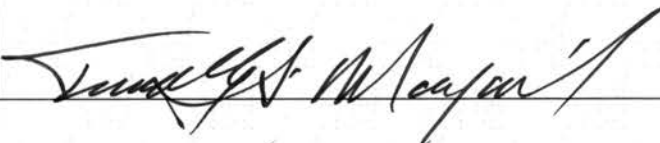
On August 17, 2010, in Resolution R10-42, the Ramsey County Regional Railroad Authority took action to commit to working collaboratively with consortium members in supporting regional planning efforts that advance federal Housing and Urban Development ("HUD"), Department of Transportation ("DOT") and the Environmental Protection Agency ("EPA") agencies' joint *Livability Principles*; supported the submission of a proposal to HUD for a Sustainable Communities Regional Planning Grant; and authorized the Chair to sign a letter of commitment to accompany the HUD grant proposal.

On June 7, 2011, in Resolution R11-19, the Ramsey County Regional Railroad Authority approved the Corridors of Opportunity Consortium Agreement and expiring January 31, 2014, approved Subrecipient Agreement SG011-031 with the Metropolitan Council for the Corridors of Opportunity Gateway Corridor Project, effective upon signature by parties through January 31, 2014, in the amount of \$150,000 in federal funds, and approved Subrecipient Agreement SG011-045 with the Metropolitan Council for the Corridors of Opportunity Workforce/Economic Development Project, effective upon signature by parties through January 31, 2014, in the amount of \$247,000 in federal funds.

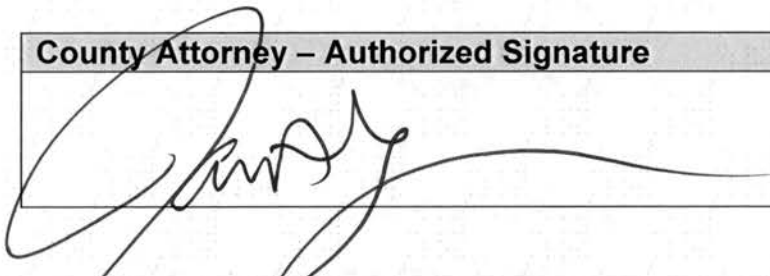
COUNTY MANAGER'S COMMENTS:

Approval of the amended subrecipient agreements is the necessary step in implementing the *Corridors of Opportunity* initiative.

SUBJECT: Amended Subrecipient Agreements with the Metropolitan Council for the Corridors of Opportunity projects

Regional Railroad Authority – Authorized Signature	Date
	2/3/12

Budgeting & Accounting – Authorized Signature	Date
	2/1/12

County Attorney – Authorized Signature	Date
	2/1/2012

Property Management – Authorized Signature	Date

Information Services– Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Amended Subrecipient Agreements with the Metropolitan Council for the Corridors of Opportunity projects

DRAFT RESOLUTION

1 WHEREAS, Ramsey County Regional Railroad Authority / Ramsey County have worked
2 collaboratively with Hennepin County/Hennepin County Regional Rail Authority, City of St. Paul,
3 City of Minneapolis, Metropolitan Council, Minnesota Housing Finance Agency and the McKnight
4 Foundation over the past couple of years to effectively respond to two national funding
5 opportunities for regional transit-oriented development planning and implementation in and along
6 planned transit corridors; and
7

8 WHEREAS, On August 17, 2010, the Ramsey County Regional Railroad Authority took
9 several actions committed to working collaboratively with consortium members in supporting
10 regional planning efforts that advance federal Housing and Urban Development ("HUD"),
11 Department of Transportation ("DOT") and the Environmental Protection Agency ("EPA") agencies'
12 joint *Livability Principles*; as well as supporting the submission of a proposal to HUD for a
13 Sustainable Communities Regional Planning Grant by the Metropolitan Council ; and authorizing
14 the Chair to sign a letter of commitment to accompany the HUD grant proposal; and
15

16 WHEREAS, In November 2010, the Twin Cities region was awarded both grants with the
17 Metropolitan Council serving as the fiscal agent to HUD grant, and
18

19 WHEREAS, Two specific projects were funded under the Sustainable Communities
20 Regional Planning Grant that directly involves Ramsey County: the Gateway Corridor Project,
21 funded at \$150,000, and the Workforce /Economic Development Project, funded at \$247,000; and
22

23 WHEREAS, On June 7, 2011, subrecipient agreements between the Ramsey County
24 Regional Railroad Authority and the Metropolitan Council were executed for each of these two
25 projects;
26

27 WHEREAS, Since the execution of these agreements, HUD has revised rules and
28 procedures for grant reporting and reimbursement for the Sustainable Communities Regional
29 Planning Grant by grantees and sub-grantees. Now, Therefore, Be It
30

31 RESOLVED, The Ramsey County Regional Railroad Authority approved^s the amended
32 Subrecipient Agreement SG011-031 with the Metropolitan Council for the Corridors of Opportunity
33 Gateway Corridor Project, effective upon signature by parties through January 31, 2014, in the
34 amount of \$150,000 in federal funds; and Be It Further
35

36 RESOLVED, The Ramsey County Regional Railroad Authority approves the amended
37 Subrecipient Agreement SG011-045 with the Metropolitan Council for the Corridors of Opportunity
38 Workforce/Economic Development Project, effective upon signature by parties through January 31,
39 2014, in the amount of \$247,000 in federal funds; and Be It Further
40

41 RESOLVED, The Ramsey County Regional Railroad Authority authorizes the Chair to
42 execute the Subrecipient Agreements; and Be It Further
43

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

SUB-RECIPIENT: Ramsey County Regional Railroad Authority		GRANT NO. SG011-031
PROJECT: Gateway Corridor Analysis of Ridership Opportunities and Issues		
FEDERAL AWARD NO. MNRIP0023-10	CFDA No. 14.703	

SUB-RECIPIENT GRANT AGREEMENT AMENDMENT

THIS AGREEMENT is made and entered into by the Metropolitan Council ("Council") and the entity identified above as "Sub-Recipient."

WHEREAS, the Council received a \$5,000,000 Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development ("HUD") to implement the federal government's Partnership for Sustainable Communities initiative in the seven-county metropolitan area; and

WHEREAS, the \$5,000,000 Sustainable Communities Regional Planning Grant is subject to a Cooperative Agreement between HUD and the Council ("Cooperative Agreement"), the terms and conditions of which flow down to all tiers of sub-grantees; and

WHEREAS, the Sub-Recipient and the Council entered into a sub-recipient grant agreement ("Agreement") under which the Council provided the Sub-Recipient with Sustainable Communities Regional Planning Grant Program funds for the Sub-Recipient's Project; and

WHEREAS, after the Sub-Recipient and the Council entered into their Agreement HUD clarified and added certain program provisions, including some Section 3 reporting requirements; and

WHEREAS, the Agreement should be amended to incorporate HUD-required terms and conditions into the Agreement.

NOW, THEREFORE, pursuant to Section 4.03 of the Agreement, the Council and the Sub-Recipient agree the Agreement is amended as follows:

1. Notwithstanding the provisions of Sections 3.03, 3.04 and 5.15, the Sub-Recipient is not required to complete or submit Standard Form 425.
2. Notwithstanding the references in Section 2.02 to payments and disbursements on a "cost-reimbursement" basis and references to "reimbursement requests" in the Agreement, if requested by the Sub-Recipient the Council may disburse the Sub-Recipient Grant Amount by some method other than cost-reimbursement. The alternative method for making disbursements will be determined by mutual agreement of the parties' respective project managers.

3. The following new Section 5.041 is incorporated into and made a part of the Agreement:

5.041 Section 3 Efforts and Reporting. Section 3 of the Housing and Urban Development Act of 1968 is intended to ensure employment and other economic opportunities generated by HUD financial assistance will, to the greatest extent feasible, be directed to low- and very low-income persons and to businesses which provide economic opportunities to low- and very low-income persons. HUD will require the Council to report on Section 3 persons and businesses that participate in projects funded with Sustainable Communities Regional Planning Grant Program funds. Accordingly, the Sub-Recipient is encouraged to provide, to the greatest extent feasible, training, employment and contracting opportunities for low- and very low-income persons, and businesses owned by low- and very low-income persons or which employ low- and very low-income persons. The Sub-Recipient will complete Section 3 reporting forms or otherwise provide information to the Council that will permit the Council to make its Section 3 reports to HUD.

Except for these amendments, the provisions of the Agreement shall remain in force and effect without change.

IN WITNESS WHEREOF, the Sub-Recipient and the Council have caused this agreement to be executed by their duly authorized representatives. This agreement is effective on the date of final execution by the Council.

SUB-RECIPIENT

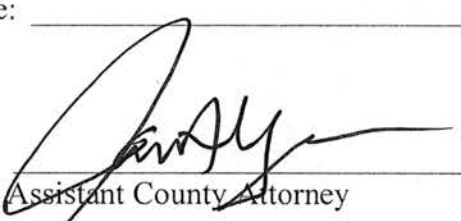
METROPOLITAN COUNCIL

By: _____
Regional Railroad Authority Chair

By: _____
Patrick P. Born, Regional Administrator

Date: _____

Date: _____

By:  _____
Assistant County Attorney

By: _____
Deputy General Counsel

Date: 2-1-2012

SUB-RECIPIENT: Ramsey County Regional Railroad Authority		GRANT NO. SG011-045
PROJECT: Jobs Central: An Employment & Workforce Cluster Project on Central Corridor		
FEDERAL AWARD NO.	MNRIP0023-10	CFDA No. 14.703

SUB-RECIPIENT GRANT AGREEMENT AMENDMENT

THIS AGREEMENT is made and entered into by the Metropolitan Council ("Council") and the entity identified above as "Sub-Recipient."

WHEREAS, the Council received a \$5,000,000 Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development ("HUD") to implement the federal government's Partnership for Sustainable Communities initiative in the seven-county metropolitan area; and

WHEREAS, the \$5,000,000 Sustainable Communities Regional Planning Grant is subject to a Cooperative Agreement between HUD and the Council ("Cooperative Agreement"), the terms and conditions of which flow down to all tiers of sub-grantees; and

WHEREAS, the Sub-Recipient and the Council entered into a sub-recipient grant agreement ("Agreement") under which the Council provided the Sub-Recipient with Sustainable Communities Regional Planning Grant Program funds for the Sub-Recipient's Project; and

WHEREAS, after the Sub-Recipient and the Council entered into their Agreement HUD clarified and added certain program provisions, including some Section 3 reporting requirements; and

WHEREAS, the Agreement should be amended to incorporate HUD-required terms and conditions into the Agreement.

NOW, THEREFORE, pursuant to Section 4.03 of the Agreement, the Council and the Sub-Recipient agree the Agreement is amended as follows:

1. Notwithstanding the provisions of Sections 3.03, 3.04 and 5.15, the Sub-Recipient is not required to complete or submit Standard Form 425.
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3. The following new Section 5.041 is incorporated into and made a part of the Agreement:

5.041 Section 3 Efforts and Reporting. Section 3 of the Housing and Urban Development Act of 1968 is intended to ensure employment and other economic opportunities generated by HUD financial assistance will, to the greatest extent feasible, be directed to low- and very low-income persons and to businesses which provide economic opportunities to low- and very low-income persons. HUD will require the Council to report on Section 3 persons and businesses that participate in projects funded with Sustainable Communities Regional Planning Grant Program funds. Accordingly, the Sub-Recipient is encouraged to provide, to the greatest extent feasible, training, employment and contracting opportunities for low- and very low-income persons, and businesses owned by low- and very low-income persons or which employ low- and very low-income persons. The Sub-Recipient will complete Section 3 reporting forms or otherwise provide information to the Council that will permit the Council to make its Section 3 reports to HUD.

Except for these amendments, the provisions of the Agreement shall remain in force and effect without change.

IN WITNESS WHEREOF, the Sub-Recipient and the Council have caused this agreement to be executed by their duly authorized representatives. This agreement is effective on the date of final execution by the Council.

SUB-RECIPIENT

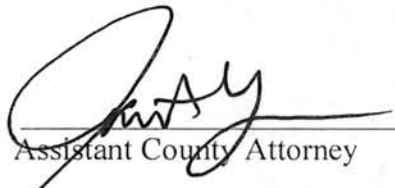
METROPOLITAN COUNCIL

By: _____
Regional Railroad Authority Chair

By: _____
Patrick P. Born, Regional Administrator

Date: _____

Date: _____

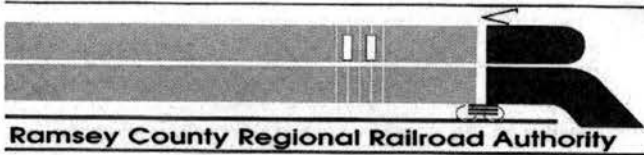
By:  _____
Assistant County Attorney

By: _____
Deputy General Counsel

Date: 2-1-2012

8

DT



5

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date: 02/07/2012

Regional Railroad Authority Meeting Date: _____

SUBJECT: Amendment One to the Central Corridor Funding Agreement for Construction with the Metropolitan Council

EXECUTIVE SUMMARY

The Ramsey County Regional Railroad Authority (RCRRA), Hennepin County Regional Railroad Authority (HCRRA) and the Metropolitan Council (Council) entered into an agreement to provide construction funding for the rail authorities' share of the Central Corridor light rail project effective December 2, 2010. A cash flow schedule was developed as part of that agreement for payment of the railroad authorities' shares. The agreement also provided that balances resulting from those payments earn interest that would be payable to the authorities at the end of the project.

HCRRA has requested that the funding agreement be amended to provide for early payment of earned interest upon request of a railroad authority. The amended agreement would allow for the RCRRA and HCRRA to receive their share of interest earned at the time the individual rail authority submits a request of interest payment to the Council.

As of November 30, 2011, the RCRRA share was \$389,438.51 and the HCRRA share was \$193,812.20. The RCRRA share can be used to support other RCRRA activities.

ACTION REQUESTED

1. Approve Amendment One to the Cooperative Funding Agreement for Construction with the Hennepin County Regional Railroad Authority and the Metropolitan Council.
2. Authorize the Chair to execute the Amendment.

SUBJECT: Amendment One to the Central Corridor Funding Agreement for Construction with the Metropolitan Council

ATTACHMENTS:

Amendment One to the Cooperative Funding Agreement for Construction

(The Cooperative Funding Agreement for Construction between RCRRA, HCRRA and the Metropolitan Council is on file with the RCRRA office)

PREVIOUS ACTION:

N/A

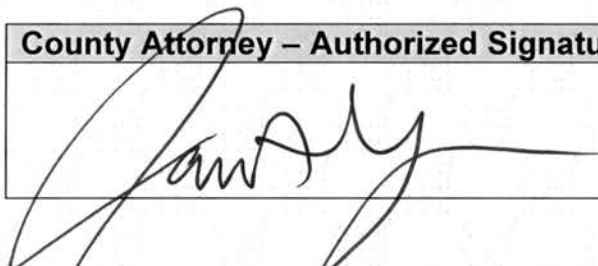
COUNTY MANAGER'S COMMENTS:

The approval of Amendment One to the Cooperative Funding Agreement for Construction allows the RCRRA to receive its share of earned interest on its Central Corridor Light Rail Transit payments prior to the end of the project (2014). RCRRA can use these funds towards financing other RCRRA activities, such as the Union Depot renovation project.

SUBJECT: Amendment One to the Central Corridor Funding Agreement for Construction with the Metropolitan Council

Regional Railroad Authority – Authorized Signature	Date
	2/2/12

Budgeting & Accounting – Authorized Signature	Date
	2/1/12

County Attorney – Authorized Signature	Date
	2-1-2012

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

SUBJECT: Amendment One to the Central Corridor Funding Agreement for Construction with the Metropolitan Council

DRAFT RESOLUTION

1 WHEREAS, The Ramsey County Regional Railroad Authority is a funding partner for the
2 Central Corridor Light Rail Transit project; and

3
4 WHEREAS, RCRRA, HCRRA and the Metropolitan Council have approved a Cooperative
5 Funding Agreement for Construction for the project; and

6
7 WHEREAS, The parties agree that the Agreement should be modified to allow for payment
8 to the rail authorities of interest earned under the agreement upon request of a rail authority; Now,
9 Therefore, Be It

10
11 RESOLVED, That the Ramsey County Regional Railroad Authority approves Amendment
12 One to the Cooperative Funding Agreement for Construction with the Hennepin County Regional
13 Railroad Authority and the Metropolitan Council, and Be It Further

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

Reference Numbers

CCLRT Project: 65701

Metropolitan Council: 10I049A Amendment One

RCRRA Contract No.

HCRRA Contract No.

PROJECT: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT

NAME: Amendment One to the Cooperative Funding Agreement For Construction

PARTIES:

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

WHEREAS, Ramsey County Regional Railroad Authority ("RCRRA"), Hennepin County Regional Railroad Authority ("HCRRA"), and the Metropolitan Council ("Council") (collectively "Parties") entered into a Central Corridor Light Rail Transit Project ("Project") Cooperative Funding Agreement for Construction ("Agreement") effective December 2, 2010 for partial funding of the Project.

WHEREAS, The Parties desire to amend the Agreement to make available the interest earnings on the partial funding of the Project by RCRRA and HCRRA. The interest earnings are being held and managed by the Council.

NOW, THEREFORE, the Parties hereby agree that the Agreement entered into on December 2, 2010 is amended in the following particulars:

1. Article II Regional Railroad Authorities Responsibility for Construction Contracts, Paragraph D.2.c, is deleted in its entirety and the following is inserted in its place:

"If at any time available federal grant funds or CTIB grant funds have been fully expended prior to the completion of construction, it is the intent of the parties that Project costs will be split on a 50%-50% basis by available state appropriations and contributions by the RRAs until additional federal and/or CTIB funding is available. In such case, the contribution of the RRAs will be split between them in the following percentages:

- RCRRA – 70.16%
- HCRRA – 29.84%

At the completion of the Project and after payment of all Construction Costs for the Project are completed, if there remain funds received from RRAs but not yet expended, and any remaining interest attributable to the RRA funds deposited with the Met Council (excess funds), then the RRAs excess funds shall be refunded to the RRAs. At the completion of Construction, if the amounts paid by the RRAs, plus accumulated interest, is less than their respective shares for the actual costs of Construction, the Met Council shall invoice the RRAs for such underpayment in accordance with the provisions of this agreement and the RRAs shall reimburse the Met Council all funds owed."

2. Article II Regional Railroad Authorities Responsibility for Construction Contracts, Paragraph D.2.e, is deleted in its entirety and the following is inserted in its place:

"Interest shall be based upon the Federal funds target rate. Interest earnings on funds deposited with the Council may be released by the Council to HCRRA or RCRRA prior to completion of the Project. The interest earnings may be released by the Council upon receipt of a written request from either RRA and upon written acceptance by the Council, unless the Council and the RRA have by written agreement determined another, mutually acceptable process. If the requesting RRA desires to use the released earning to fund Project enhancements, the requesting RRA and the Council shall enter into a separate funding agreement for such enhancements."

The Amendment shall be effective on January 1, 2012 or upon execution by the Parties, whichever is latest.

Except as amended herein, the provisions of the above-referenced Agreement shall remain in full force and effect without change.

Execution in Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which when taken together shall constitute one and the same instrument.

DRAFT 12/5/11

IN TESTIMONY WHEREOF, the parties to this Agreement have caused this Agreement to be executed by their respective duly authorized representatives on the dates indicated.

METROPOLITAN COUNCIL

By: _____

Patrick Born
Regional Administrator

Date: _____

DRAFT 12/5/11

IN TESTIMONY WHEREOF, the parties to this Agreement have caused this Agreement to be executed by their respective duly authorized representatives on the dates indicated.

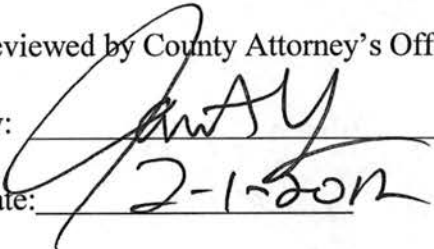
**RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY**

By: _____

Its: Chair

Date: _____

Reviewed by County Attorney's Office

By:  _____

Date: 2-1-2012

Reviewed by County Manager

By: _____

Date: _____

By:  _____

Its: Director,
Ramsey County Regional Railroad Authority

Date: 2/2/12

DRAFT 12/5/11

IN TESTIMONY WHEREOF, the parties to this Agreement have caused this Agreement to be executed by their respective duly authorized representatives on the dates indicated.

**HENNEPIN COUNTY REGIONAL
RAILROAD AUTHORITY**

By: _____

Its: Chair

Date: _____

By: _____

Its: Deputy/Executive Director

Date: _____

By: _____

Its: Director, Housing, Community Works & Transit

Date: _____

ATTEST:

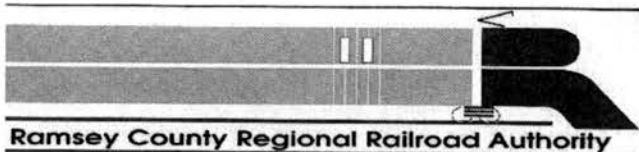
Its: Clerk of its RRA

Date: _____

Reviewed by County Attorney's Office

Date: _____

9



6

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date:

Regional Railroad Authority Meeting Date: 02/07/2012

SUBJECT: Funding request by the City of St. Paul for a Streetcar Feasibility Plan

EXECUTIVE SUMMARY:

The City of Saint Paul plans to undertake a Streetcar Feasibility Plan with the goal of developing 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.

On June 28, 2011, the Ramsey County Regional Railroad Authority (RCRRA) agreed to provide \$16,500 of the \$50,000 local match for a \$200,000 federal grant application submitted by the city for the Streetcar Feasibility Plan. The federal grant application was not successful; however, the city decided to continue to develop the study's work scope and seek additional funding partners. To date, the city has received the funding commitments from the Saint Paul Foundation (\$75,000), McKnight Foundation (\$50,000), Central Corridor Funders Collaborative (\$91,500) and City of Saint Paul (\$57,000).

These funding commitments total \$233,500, leaving the unfunded portion of the study at \$16,500. The City of St. Paul has requested that the RCRRA provide \$16,500 towards the study so that the full \$250,000 study can be undertaken. Financial commitment by RCRRA is contingent upon Saint Paul receiving funding commitments from partners.

Funding is available in the 2012 RCRRA operating budget.

ACTION REQUESTED

1. Approve the financial commitment of up to \$16,500 for the completion of a Streetcar Feasibility Plan.
2. Authorize the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

1

SUBJECT: Funding request by the City of St. Paul for a Streetcar Feasibility Plan

ATTACHMENTS:

Resolution R11-28

PREVIOUS ACTION:

June 28, 2011, RCRRA Resolution R11-21 approved the financial commitment of up to \$16,500 towards a Saint Paul Streetcar Feasibility Study.

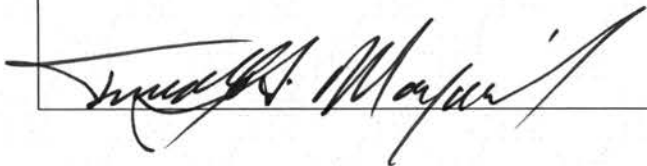
COUNTY MANAGER'S COMMENTS:

Streetcar systems are being reintroduced to urban centers throughout the country because they have been proven to revitalize neighborhoods and provide more transit options. The integration of a streetcar system within the city of Saint Paul will require analysis as to how the system will interact with existing and proposed regional transitways, multi-modal hubs such as Union Depot, and existing regional transit governance including Metropolitan Transit, CTIB, and other state and local government entities.

SUBJECT: Funding request by the City of St. Paul for a Streetcar Feasibility Plan

Regional Railroad Authority – Authorized Signature

Date



2/2/12

Budgeting & Accounting – Authorized Signature

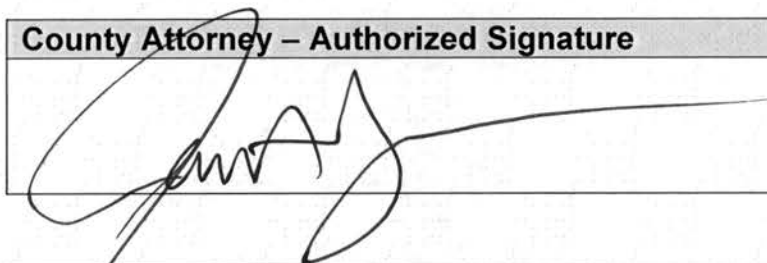
Date



2/1/12

County Attorney – Authorized Signature

Date



2-1-2012

Property Management – Authorized Signature

Date

Information Services – Authorized Signature

Date

Other – Authorized Signature

Date

SUBJECT: Funding request by the City of St. Paul for a Streetcar Feasibility Plan

Draft Resolution

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

6
7 WHEREAS, The Ramsey County Regional Railroad Authority has worked to advance the
8 Central Corridor and other transit projects and promote economic development opportunities that
9 benefit the citizens of Ramsey County; and

10
11 WHEREAS, The City of Saint Paul has secured \$233,500 of a \$250,000 budget for a
12 Streetcar Feasibility Study (feasibility study)

13
14 WHEREAS, The goal of the feasibility study is to develop a set of prioritized citywide
15 streetcar investments that are physically viable, offer the greatest potential for improving local
16 circulation, support economic development and complement existing and planned regional
17 transportation systems; and

18
19 WHEREAS, The City of Saint Paul has formally requested that the Ramsey County
20 Regional Railroad Authority actively participate in the study and commit up to \$16,500 towards the
21 study budget; and

22
23 WHEREAS, The financial commitment by the Ramsey County Regional Railroad Authority
24 would be contingent upon Saint Paul receiving the \$233,500 of funding committed; Now,
25 Therefore, Be It

26
27 RESOLVED, The Ramsey County Regional Railroad Authority approves the financial
28 commitment of up to \$16,500 for the completion of a Streetcar Feasibility Plan; and Be It Further

29
30 RESOLVED, The Ramsey County Regional Railroad Authority Authorizes the County
31 Manager to make all necessary budget adjustments including increasing estimated revenues and
32 appropriations.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: June 28, 2011

No.: 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

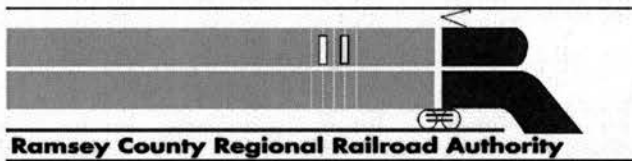
RESOLVED, The Ramsey County Regional Railroad Authority Authorizes the County Manager to make all necessary budget adjustments including increasing estimated revenues and appropriations.

Ramsey County Regional Railroad Authority

	YEA	NAY	OTHER
Tony Bennett	☒	☐	☐
Toni Carter	☒	☐	☐
Rafael Ortega	☒	☐	☐
Jan Parker	☐	☒	☐
Victoria Reinhardt	☒	☐	☐
Janice Rettman	☐	☒	☐
Jim McDonough	☒	☐	☐

Jim McDonough, Chair

By: Tony Bennett
Tony Bennett, Secretary



7

REQUEST FOR ACTION

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

Regional Railroad Authority Meeting Date:

Regional Railroad Authority Meeting Date: 02/07/2012

SUBJECT: Release of Solicitation Document Seeking Artists for Union Depot Public Art Program

EXECUTIVE SUMMARY:

The Federal Transit Administration (FTA) strongly encourages its funded major construction projects to include a public art program within the project capital costs. FTA's reasoning for this investment is stated in Circular C9400.1A-Federal Transit Administration Design and Art in Transit Projects:

"The visual quality of the nation's transportation systems has a profound impact on transit patrons and the community at large. Mass transit systems should be positive symbols in the community, attracting local riders, tourists and the attention of decision makers for local, regional, national and international events. Good design and art can improve the appearance and safety of a facility, give vibrancy to its public spaces and make patrons feel welcome. Good design and art will also contribute to the goal that transit facilities help to create livable communities."

FTA guidelines state that the public art budget should at a minimum be one half of one percent of construction costs, but should not exceed five percent of construction costs. "One percent for art" is a common practice for governmental organizations. The proposed budget for public art at the Union Depot is \$1.25 million, which represents slightly less than one percent of construction costs (0.84 percent).

(The Executive Summary is continued on the following page)

ACTION REQUESTED:

Authorize the issuance of a Call to Artists (Request for Proposals) for Public Art Commissions at the Union Depot in accordance with Ramsey County policies and procedures on Requests for Proposals, with direction to staff to return to the Ramsey County Regional Railroad Authority with a selection of artists for contracting authorization.

SUBJECT: Release of Solicitation Documents Seeking Artists for Union Depot Public Art Program

(Executive Summary continued from previous page)

Subrecipient Grant Agreement MN-04-0031 with the Metropolitan Council, approved by the RCRRA in December 2011, will provide \$1 million towards public art at the Union Depot. Ramsey County Regional Railroad Authority ("RCRRA") funds in the amount of \$250,000 will provide the balance.

The purpose of this Call to Artists/RFP is to invite artists to submit applications for consideration for artwork commissions for four projects within the Union Depot. FTA provides guidelines on the process by which artists should be selected; RCRRA staff recommends the suggested FTA process be followed. This will involve creating a seven member panel—the Union Depot Art Selection and Design Review Panel—composed of artists, arts professionals, historians, project partners and community representatives. This panel will review applications to this Call to Artists/RFP using the criteria listed in the Call to Artists/RFP, select finalists, and recommend an artist (or artist team) for each commission opportunity to the RCRRA for contracting authorization.

It is anticipated that selected finalists will enter into design, fabrication and installation contracts with the RCRRA in April. Once under contract, the Union Depot Art Selection and Design Review Panel will review and approve subsequent artist design proposals. RCRRA staff will provide informational updates to the RCRRA at milestones throughout the process.

SUBJECT: Release of Solicitation Document Seeking Artists for Union Depot Public Art Program

ATTACHMENTS:

Call to Artists for Public Art Commissions at the Union Depot

PREVIOUS ACTION:

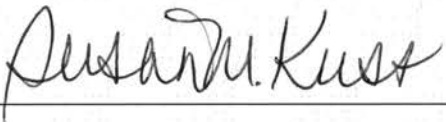
RCRRA previously approved Subrecipient Grant Agreement MN-04-0031 with the Metropolitan Council, which will provide 80 percent of the funding towards public art at the Union Depot.

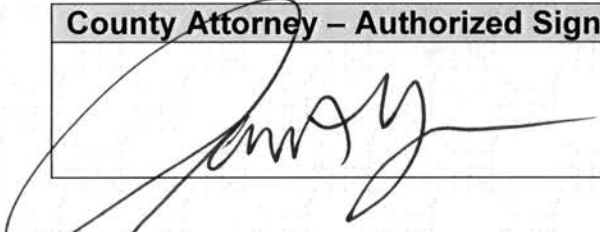
COUNTY MANAGER'S COMMENTS:

Issuance of this solicitation document requires approval of the RCRRA Board and is consistent with the County's commitment to an open, fair and competitive solicitation process.

SUBJECT: Release of solicitation document seeking artists for Union Depot Public Art Program

Regional Railroad Authority – Authorized Signature	Date
	3/2/12

Budgeting & Accounting – Authorized Signature	Date
	2/1/12

County Attorney – Authorized Signature	Date
	2-12-12

Property Management – Authorized Signature	Date

Information Services – Authorized Signature	Date

Other – Authorized Signature	Date

DRAFT RESOLUTION

1 WHEREAS, The Ramsey County Regional Railroad Authority, along with the Federal
2 Transit Administration, recognizes the importance of public art to the overall success and viability
3 of the The Union Depot Multi-Modal Transportation and Transit Hub ("Depot"); and
4

5 WHEREAS, The Federal Transit Administration's recognition of importance is coupled with
6 a commitment of \$1 million in funding towards the public art program; and
7

8 WHEREAS, Public art provides a unique opportunity to recognize and celebrate the rich
9 histories of the Union Depot, St. Paul and the Lowertown neighborhood; and
10

11 WHEREAS, Public art at the Union Depot will complement the power of the existing
12 architectural elements, supporting the Union Depot as a destination community space, while
13 serving to enhance the enjoyment of those passing through the public spaces; Now, Therefore, Be
14 It

15
16 RESOLVED, The Ramsey County Regional Railroad Authority authorizes the issuance of a
17 Call to Artists (Request for Proposals) for Public Art Commissions at the Union Depot in
18 accordance with Ramsey County policies and procedures on Requests for Proposals, with
19 direction to staff to return to the Ramsey County Regional Railroad Authority with a selection of
20 artists for contracting authorization, and informational updates at milestones throughout the
21 process.

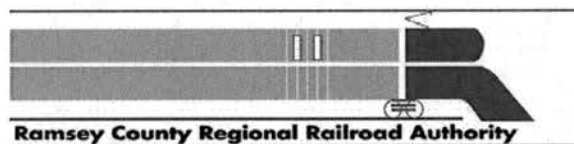
Attachment



ST. PAUL, MINNESOTA

**CALL TO ARTISTS
FOR
PUBLIC ART COMMISSIONS AT THE
UNION DEPOT**

**ST. PAUL, MINN.
FEBRUARY 2012**



**Call to Artists
For Public Art Commissions at the Union Depot**

I. Project Information

A. Project Overview

The Ramsey County Regional Rail Authority ("RCRRA") is issuing this Call to Artists to submit applications for consideration for artwork commissions for four projects within the renovated Union Depot in St. Paul, Minnesota. **The RCRRA is not soliciting detailed concepts or responses at this time.**

The four projects are: 1) a large-scale mural within the open-air carriageway entrance; 2) artwork within a new multi-level glass entryway that may accommodate the treatment of the existing glass or a suspended artwork (other approaches within this space will also be considered); 3) a suspended artwork within an elegant historic stairway and atrium which connects the carriageway to the main level of the building's front entrance (other approaches within this space will also be considered); and 4) an interactive artwork platform that could exist throughout the building.

The Union Depot Art Selection and Design Review Panel, comprised of artists, arts professionals, historians, project partners and community members will review responses to this Call to Artists, select finalists, recommend an artist (or artist team) for each commission opportunity, and review subsequent artist design submissions.

The RCRRA is committed to investing approximately \$1.25 million towards public art at the Union Depot. Funding for these commissions will be provided in part by the Federal Transit Administration ("FTA").

Additional information on details of the building and its construction can be found at:

<http://regionalrail.org>

<http://facebook.com/uniondepot>

<http://www.co.ramsey.mn.us/rail/UnionDepot.htm>.

B. Background

The RCRRA is in the process of renovating and restoring the historic Union Depot at 214 Fourth Street as part of the development of a Union Depot Multimodal Transit Hub on a 33-acre site in downtown St. Paul, Minn. Renovation and restoration of the Union Depot, one of America's great rail stations of the early 20th century, is considered a project of regional and national significance by the federal government. When restoration is complete, the 290,000 square foot Union Depot building will

be filled with activity that complements transit and embraces the building's location on the Mississippi River and in St. Paul's distinctive Lowertown neighborhood.

The long-term vision for the Union Depot site is a multimodal transportation center serving a promising mix of local and regional bus service, light rail, commuter rail and intercity passenger rail. The RCRRA, along with the State of Minnesota and the federal government, is investing \$243 million to redevelop the site as the premier transit hub of the region. Beginning in 2014, the new Central Corridor Light Rail Transit ("LRT") line will terminate directly in front of the Union Depot. In the near term, transportation functions will include Amtrak service to Chicago and the Pacific Northwest, local bus service provided by Metro Transit, regional bus service from Greyhound and Jefferson Lines, and connections to the region's network of bicycle trails. The Union Depot will also feature a state-of-the-art bicycle center that will function as a hub for bicycle enthusiasts, commuters and recreational users.

Renovation of the Union Depot is scheduled for completion by the end of 2012. The grand reopening of the building will coincide with the commencement of Amtrak passenger service. A specific date for this has not been selected, but it is anticipated to take place in the first quarter of 2013.

The RCRRA and the FTA recognize that the visual quality of the nation's transportation systems has a profound impact on transit patrons and the community at large. Mass transit systems should be positive symbols in the community, attracting local riders, tourists and the attention of decision makers for local, regional, national and international events. Good design and art can improve the appearance and safety of a facility, give vibrancy to its public spaces and make patrons feel welcome. Good design and art will also contribute to the goal that transit facilities help to create livable communities.

The FTA is committed to contributing funding towards public art in mass transit projects in order to create facilities that are integral components of communities. Prior to issuing this Call to Artists, the RCRRA approached Public Art Saint Paul to create a set of public art ideas for the Union Depot, engaging a number of artists on a multidisciplinary team to explore opportunities. The public art opportunities described in Section II of this document were informed by this process.

At the Union Depot, public art will interweave and share space with some of the most striking architecture in the Twin Cities region and in the State of Minnesota. It will serve to enhance the enjoyment of those passing through the public spaces, while complementing the power of the existing

architectural elements. Furthermore, a commitment to art at the Union Depot will not end with the reopening of the doors. Ongoing cultural and arts programming will be an important part of the identity of the Union Depot, situated in the celebrated artist community of Lowertown.

C. Project Limits

A general diagram, the Union Depot Site Plan, is included as **Appendix A** to this Call to Artists. The general locations for possible public art commissions are indicated on the site plan.

It should be noted that selected artists will have extremely limited opportunities to influence final design plans for the pre-existing infrastructure in the Union Depot building, due to the level of completeness in design and construction. It should also be noted that the Union Depot renovation project has significant oversight from the Minnesota State Historic Preservation Office (SHPO) and the City of Saint Paul's Heritage Preservation Commission (HPC). Artworks proposed on the site or exterior elevations will require review by the HPC and SHPO while interior art proposals will require review by the SHPO.

The Union Depot head house and concourse are both listed on the National Register of Historic Places, are located within the local and National Register Lowertown Historic District, and are pivotal to the historic character of the Lowertown Historic District. In addition, the Union Depot's train deck was recently determined to be eligible for listing on the National Register of Historic Places and has been determined significant in further interpreting the social and architectural character of the site and Historic District. The following are important to keep in mind when considering art installations on or within an historic site and district:

1. Develop an understanding of the historical context in which the building was envisioned, designed and built, and be sensitive to the historic context of the site.
2. Identify principles that balance preserving/reinforcing the prominent features of the site while introducing a dynamic and vital public art component. Principles should include consideration of appropriate location and attachment methods, preserving important views of historic resources and features, as well as how art could embody local themes that depict the shared past of the site, Historic District, city or region.
3. To the extent possible, art proposals that foster educational opportunities about the cultural resources are also encouraged.

D. Project Information Contact

Members of the Union Depot Art Selection and Design Review Panel; employees or representatives of the Ramsey County Regional Railroad Authority; and County personnel and elected officials are

not authorized to discuss this Call to Artists with interested artists. All questions related to the Call to Artists requirements and requests for clarification must be submitted in writing to the following person by 4 p.m. on March 6, 2012:

Susan Feuerherm
Division of Contract and Analysis Services
280 City Hall/Court House Bldg.
15 West Kellogg Blvd.
St. Paul, MN 55102

Questions may be faxed to (651) 266-8919 or emailed to susan.feuerherm@ci.stpaul.mn.us.

II. Scope of Services

A. General

Each applicant selected as a result of this Call to Artists will enter into an agreement with the RCRRA to create and submit design proposals consistent with its application, develop and submit final designs and detailed fabrication and installation plans, then complete the execution of the approved artwork commission.

B. Project Services

1. This Call to Artists describes four areas of opportunity for public art installations. The four commissions include design, fabrication and installation of artworks. Related services include, but are not limited to: conceptualization and design, including development of construction documents; specification of required equipment, materials and fabrication methods; identification of installation requirements; development of a budget identifying all associated costs; fabrication and installation.
2. Photos of the spaces for each commission are attached to and made a part of this Call to Artists as **Appendix B.**
3. Commission #1: Carriageway Mural
Total commission budget: \$150,000
The carriageway is accessed at street level from Sibley Avenue and runs the length of the front of Union Depot, tunneling beneath the front steps and pedestrian plaza, allowing vehicles access for passenger drop-off. The carriageway is open at both ends and is the length of the entire block. The wall that will accommodate the proposed mural is opposite storefront entrances to the Union Depot, and is approximately 170 feet long by 12 1/4 feet tall. The surface of the wall is presently painted concrete, and should require a minimal level of preparation by the artist. While the site

for the mural will not be exposed to the sun, in all other ways the site should be treated like an outdoor environment and the materials and workmanship should therefore be appropriately considered.

4. Commission #2: Lower Entrance Artwork

Total commission budget: \$200,000

The lower entrance from the carriageway leads to elegant historic stairs and an elevator within the Union Depot's head house. While the stairs only access one level above the carriageway, the atrium-like space on the second floor provides the equivalent of three stories. Details within the space include polished stone, wrought metal railings, and grill work. Windows at the top of the stairs allow views down into the space as well as views upward from the lower carriageway level. The main level features views into the Great Hall, which presently is home to Christos Greek Restaurant, and looks out on a reconstructed pedestrian plaza and LRT station. There is little room for free standing sculpture within the space as circulation and access to the stairs and elevators must be preserved, so a suspended work, occupying approximately two floor levels, presents an opportunity to provide a focal point for this elegant historic space. Other artist ideas for this space are welcomed, and need not be limited to suspended works. For example, works involving light, sound or other innovative applications will be considered.

5. Commission #3: Kellogg Entrance Artwork

Total commission budget: \$200,000

While the majority of the refurbishment to the Union Depot has been restoration of existing structures, a new entrance at the intersection of Kellogg Boulevard and Wacouta Street has been created through construction of a contemporary multi-level glass and steel structure that includes escalators and elevators. The space spans three levels, as escalators rise from street level to the train deck level and into the waiting room. An elevator tower extends to a fourth story. A number of artistic approaches could be realized within the space including treatment of the existing glass windows, wall treatments and/or suspended elements or structures within the atrium-like space that is fully visible from the stairs and escalators. A concrete deck above the ceiling structure would be able to accommodate a modest suspended element. Other artist ideas for this space are welcomed, and need not be limited to glass treatments or suspended works.

6. Commission #4: iDepot

Total commission budget: \$500,000

iDepot is a proposed program that would encompass much of the publicly accessible space associated with the Union Depot. The RCRRA seeks to commission a team to design a major artwork and media platform that would support a variety of new media technologies and information delivery systems for future artwork commissions including: digital and interactive art; computer graphics and animation; virtual, physical, performance, and installation art. The artwork developed by this team will be the inaugural artwork coinciding with the reopening of the Union Depot and should have a compelling initial impact and function as a sustainable work that can be repeated many times into the future.

The scope of work for the selected iDepot team includes, but is not necessarily limited to: development of the concept for the "artwork," a detailed description of the operational abilities and detailed technical specifications for the iDepot platform that would support both the proposed artwork as well as other works to be commissioned in the future; purchase and installation of all equipment and infrastructure related to the iDepot platform and its ongoing operation; development of an operations and maintenance manual for the platform; and a plan for archiving all artwork commissioned for iDepot.

7. It is anticipated that commissioned artists will participate in community outreach activities that may include one-on-one interviews, neighborhood meetings and/or workshops as part of the design process. It is likely that presentations will be needed for the HPC and/or SHPO.

III. Call to Artists Timetable

Call to Artists Issued	Week of February 6, 2012
Deadline for Written Questions	4 p.m., March 6, 2012
Written Responses Sent	4 p.m., March 9, 2012
Artist Applications Due	2 p.m., March 20, 2012
Interviews of Finalists	March-April 2012
Contracts Executed/Design Notice to Proceed	April 2012
Schematic Designs Due	July 1, 2012
Fabrication Notice to Proceed	Approx. July 2012
Union Depot Multimodal Transit Hub Opening	Approx. January 2013

IV. Application Submission

A. Application Submission Process

1. Notice to Interested Artists/Artist Teams
 - a. The RCRRA is not responsible for costs incurred by anyone responding to this Call to Artists.

- b. The RCRRA expressly reserves the right to amend or withdraw this Call to Artists at any time and to reject any or all applications.
- c. The RCRRA reserves the right to request additional information at any stage of the Call to Artists evaluation process.

2. Questions

Responding artists/artist teams are to submit written questions related to the specific project requirements and the Call to Artists process by 4 p.m. on March 6, 2012, to:

Susan Feuerherm
Division of Contract and Analysis Services
280 City Hall/Court House Bldg.
15 West Kellogg Blvd.
St. Paul, MN 55102

Questions may be faxed to 651-266-8919 or emailed to: susan.feuerherm@ci.st.paul.mn.us.

Written responses to all questions received on time will be available on Onvia Demandstar by 4 p.m. on March 9, 2012, in the form of addenda. Oral questions will not be accepted.

Responding artists/artist teams shall rely only on the provisions of this Call to Artists and written addenda in preparing their applications.

B. Valid Application

- 1. In order to be considered valid, the application shall be in writing, submitted on time and in accordance with the sealed solicitation process of the Division of Contract and Analysis Services, and be signed by the artist or the artist team lead who can be accountable for all representations.
- 2. The application must comply with the following formatting requirements:
 - a. All pages must be three-hole punched for a standard loose-leaf binder, but the application shall not be submitted in a binder.
 - b. Documents of more than one page must be stapled. Respondents are encouraged to use double-sided printing in order to reduce use of paper.

- c. Applications shall not be bound.
 - d. Only materials specifically requested should be included. Other materials will not be considered or reviewed by the Union Depot Art Selection and Design Review Panel.
3. The application must contain the following information, presented in the order shown:
- a. A completed Commission Opportunities Form, attached to and made a part of this Call to Artists as **Appendix C**.
 - b. Cover letter – Briefly discuss how the artist or artist team would approach the development of a design for the commission opportunity, and why the artist or artist team is best qualified to be chosen. Briefly discuss how the artist or artist team has approached community engagement to inform their work, and to complete works for installation in historic sites and/or districts. Also indicate the availability of the artist or artist team members over the coming 16 months to undertake this project.
 - c. Resume – Include a professional resume for the responding artist or for each artist team member. Each resume must be typed and be a maximum of two pages in length.
 - d. (To be included in original submission only and not in the requested copies of the application.) Sample Images and image list – Include a total of 10 digital images of past work by the submitting artist or artist team, (i.e., 10 images per application, not participant), numbered in the order of desired presentation. Please make note if images pertain to installations in historic sites. An additional 10 images can be included in the application if desired; however, this second set of images will be used only if requested by the Union Depot Art Selection and Design Review Panel. Digital images should be presented on a CD in .jpeg format. The CD must be clearly labeled with the artist's name or the names of the artist team members; only one CD is required. The image list should be numbered and annotated with the artist's name, title of the work, date the work was completed, medium of work, location of the work, cost of the work, time period for completion of work, and a short description of the artwork.

- e. A maximum of three published reviews/articles about your work may be submitted with the application at your option.

C. Submission

- 1. Applications are due by 2 p.m. on Tuesday, March 20, 2012.
Submit to:

Division of Contract and Analysis Services
280 City Hall/Court House Bldg.
15 West Kellogg Blvd.
St. Paul, MN 55102

Faxed or emailed applications will not be accepted.

- 2. The CD in .jpeg format containing the information required in B. 3.d. above must be included only in the original application. An original and 8 copies must be submitted of all other components of the application. The Commission Opportunities Form must have the original signature of the officer who will be accountable for all representations. Unsigned applications will be considered invalid.
- 3. To facilitate application opening, the original only must be sealed in a separate envelope or box. The name, address, and RFP number must be clearly marked on the outside. The remaining copies may be wrapped or boxed together with similar identification information.
- 4. An application may be withdrawn on written request of the artist prior to the application due date.
- 5. Failure to submit an application on time shall constitute grounds for the rejection of the application.
- 6. All information included in the submitted application will be classified in accordance with Section 13.591 of Minnesota statutes governing data practices.

V. Evaluation and Contract Award

A. Evaluation

- 1. The RCRRA will oversee development and approval of commissions for the Union Depot.
- 2. The RCRRA reserves the right to waive any minor irregularities in the Call to Artists request process.
- 3. The RCRRA reserves the right to interview any or all responding artists at its discretion. The RCRRA is not responsible for any

costs incurred by the artists in preparing for or participating in an interview.

4. The Union Depot Art Selection and Design Review Panel is comprised of artists, arts professionals, historians, project partners and community members.
5. The Union Depot Art Selection and Design Review Panel will review and evaluate applications based on the following criteria:
 - a. Aesthetic quality of previously completed art projects and commissions.
 - b. Applicability and suitability of past work to specific Union Depot commission opportunities, including work that was installed in buildings within an historic site or district.
 - c. Appropriateness of previously completed artworks to their sites, including safety and scale.
 - d. Durability and suitability of materials used related to resistance to vandalism and minimization of maintenance requirements.
 - e. Experience working with the public and neighborhood communities.
6. The Union Depot Art Selection and Design Review Panel may elect to invite finalists to interview prior to awarding commissions.
7. The Union Depot Art Selection and Design Review Panel will submit its decisions on the four projects to the RCRRRA.

B. Contract.

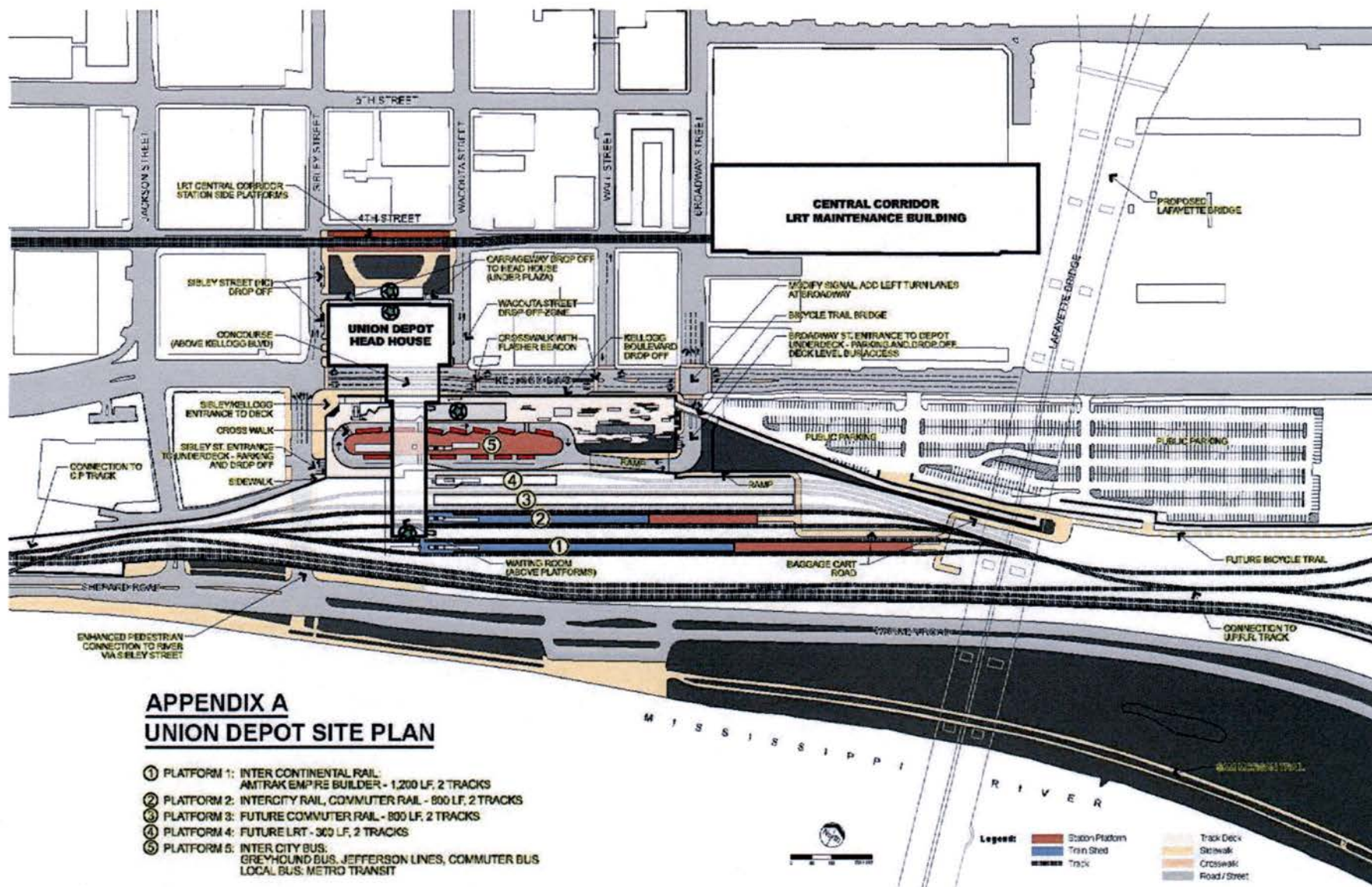
1. The resulting agreements to be executed between the selected artists and the RCRRRA will be in the form of the Sample Agreement, including the Special Federal Requirements, attached hereto and made a part of this Call to Artists as **Appendix D**; and will include applicable provisions of this Call to Artists and of the successful artist/artist team's application.
2. The specific terms of each agreement will be negotiated by the artist and the RCRRRA. The contract will, at minimum, include the following:
 - a. A description of services to include preparation and submission of schematic designs; submission of fabrication and materials specifications; submission of final construction drawings; fabrication; installation; and

submission of any maintenance or operational requirements.

- b. A review and approval process for submissions.
 - c. Payment amount and payment schedule.
 - d. Project Timeline
3. A contract for a commission by an artist team will be in the name of the Applicant Artist identified on the Commission Opportunities Form.

VI. Appendices

- A. Union Depot Site Plan
- B. Photographs and Renderings of Opportunity Spaces a
- C. Commission Opportunities Form
- D. Sample Agreement for Commission of Public Artwork



Appendix B

PHOTOGRAPHS AND RENDERINGS OF OPPORTUNITY SPACES

1. Carriageway (Opportunity: mural)



The carriageway wall is painted off-white concrete. Across from the blank wall (which is interrupted by a single air vent, pictured) are storefront doors opening into the lower entrance.

2. Lower entrance (Opportunity: suspended artwork, light, sound or other innovative artwork.)



These walls are painted off-white. The southern wall (to the right in this photo) will have a historical graphic timeline applied to it. The terrazzo floors and stone stairs have a pink cast to them, while the steel railings and grill work are a light green. All colors were determined through a historical architectural process to match as closely as possible the original 1924 color scheme.

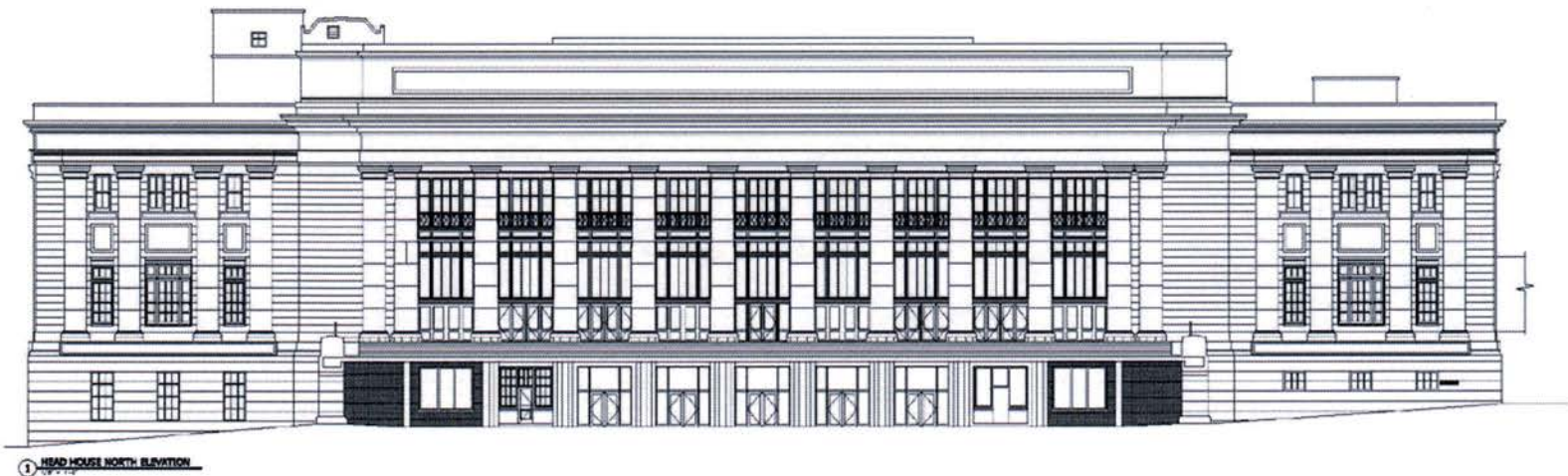
(Lower entrance photos continued.)



The photo on the left shows the view looking up from the lower level (as seen in the preceding photo). The photo on the right shows the high ceilings in the upper level. Staircases flank the elevator that connects the two floors. The walls in the upper level are a yellow/gold. All colors were determined through a historical architectural process to match as closely as possible the original 1924 color scheme.

(Lower entrance photos continued.)

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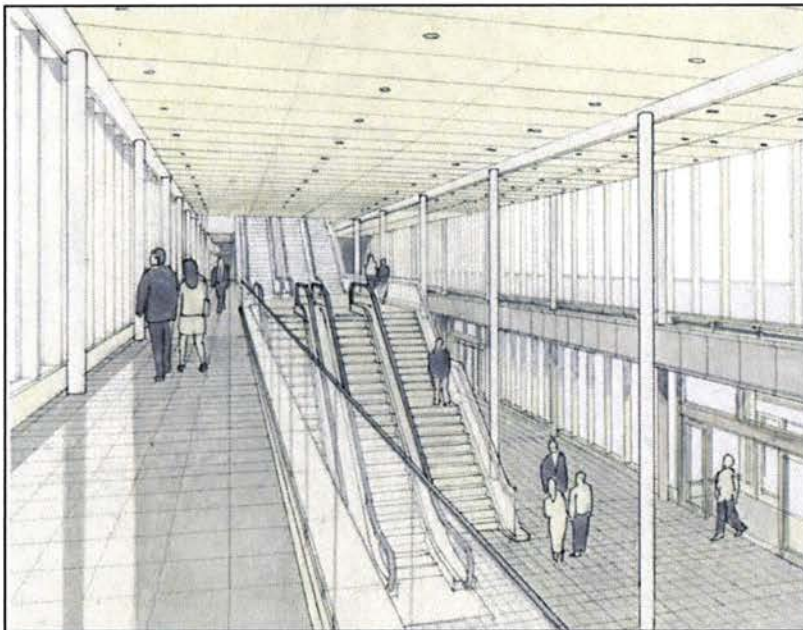


This drawing shows the front of Union Depot's head house. The lowest level shown is the store fronts inside the carriageway. The lower entrance public art opportunity is directly behind those doors, with stairs going up to the main level.

3. Kellogg Blvd entrance (Opportunity: suspended artwork, wall applications, light, sound or other innovative artwork.)

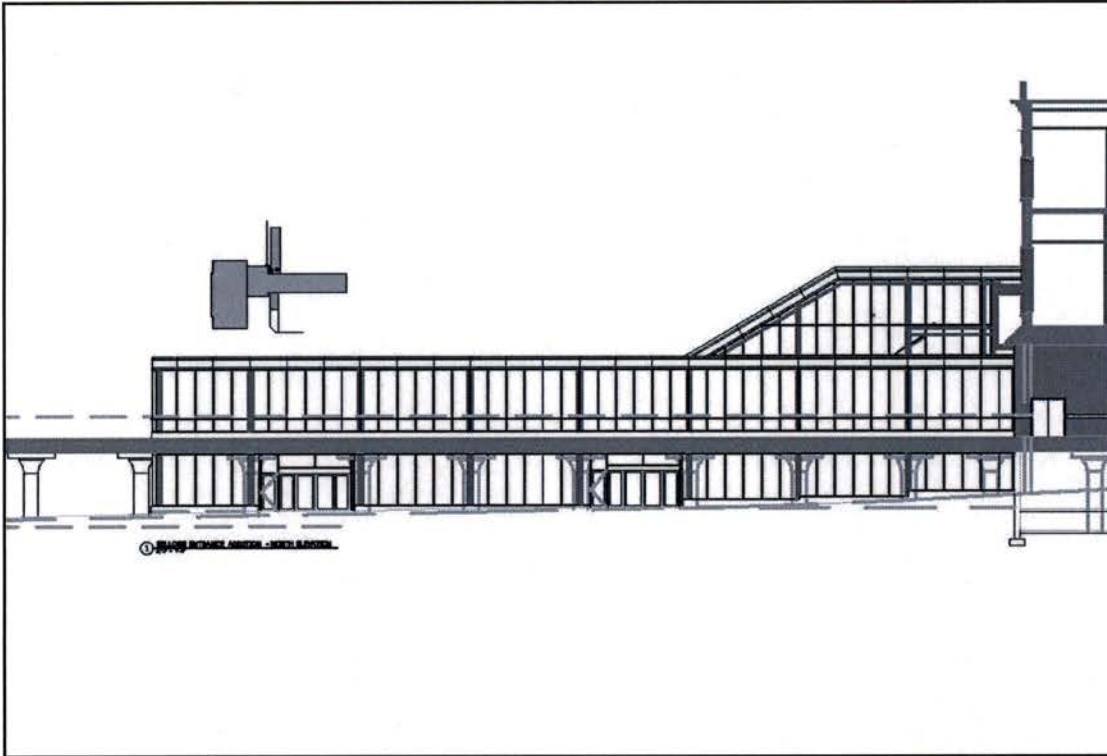


Kellogg entrance from the street level.



Kellogg entrance from the second, or train deck level.

(Kellogg Blvd entrance continued.)



This drawing shows the multilevel nature of the Kellogg Blvd entry.

(Kellogg Blvd entrance photos continued.)



View of multilevel glass/steel structure from above the train deck.



View of multilevel glass/steel structure from Kellogg Blvd.

4. iDepot (Opportunity: multimedia interactive art platform.)



The Great Hall in Union Depot's head house features historic architecture and is currently home to Christos Greek Restaurant. With limited opportunities for physical art in the room, components of iDepot could function nicely within the majestic space.



View of south end of the waiting room. The ceiling and wall will be painted a textured yellow/gold, just as in the Great Hall in the head house. This wall, including the large arched shape at the top, could be a site for a large visual element to iDepot.

Appendix C

UNION DEPOT Public Art Program

COMMISSION OPPORTUNITIES FORM

Attach as first page of the application.



Name of Individual Applicant or Name of Applicant for Artist Team

Team Members

Primary Team Contact Name (if applicable)

Individual or Primary Team Contact Telephone Number

Individual or Primary Team Contact Email Address

Individual or Primary Team Contact Mailing Address

Please check the commission for which you would like to be considered:

- ☐ 1. Carriage Way Mural / \$150,000
- ☐ 2. Kellogg Entrance Artwork / \$200,000
- ☐ 3. Lower Entrance Suspended Artwork / \$200,000
- ☐ 4. iDepot / \$500,000

RFP #168074

Appendix D

**[Sample contract with terms, conditions and
special federal requirements will be added here.]**