



Ramsey County Regional Railroad Authority.
Records.

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John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, November 22, 1988

11:00 A.M. Large Conference Room - 316

1. * Minutes of the October 25, 1988 Board Meeting.
2. Chairman's Comments.
3. * Accept the \$1,181,000 grant award for light rail transit work from the Minnesota Department of Transportation, and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the contract accepting the grant award.
4. Implications of Initiating Preliminary Engineering Concurrently with Comprehensive Light Rail Transit Plan. (Information only)
5. * Authorize staff to negotiate a contract for a Comprehensive Light Rail Transit Plan with Strgar-Roscoe-Fausch, Inc. and Kaiser Engineering.
6. Hennepin County's Federal Grant Applications. (Information only)
7. Northeast Burlington Northern Corridor Update. (Information only)
8. Review of November 21 Soo Line High Rail Vehicle Trip. (Oral comments)

* Action is required on these items.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

October 25, 1988

The meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, October 25, 1988 at 11:15 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Duane McCarty
Commissioner Hal Norgard (left meeting during Item #2)
Commissioner Donald Salverda
Commissioner Warren Schaber

Also Present: Michele Timmons represented the County Attorney's Office
Ed Glaubitz, James Van Houdt, Karen Tero, Robert Clarkson,
Hugh Faville, Donnal Allan, Patrick O'Malley, Jim Tolaas,
Terry Schutten, Toni Baker, Jim Bower, Dennis Greeley,
Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes - of the September 27, 1988 Board Meeting.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Salverda.

The Ramsey County Regional Railroad Authority Board approves the minutes of the September 27, 1988 Board Meeting as written.

Roll Call: Ayes - 7, Nays - 0
Motion adopted.

2. Chairman's Comments

Chairman Finley said he had given the members of the Board a copy of his lettersto Carol Flynn, Elliot Perovich and the members of the Metropolitan Council following a meeting he had yesterday, with Mike McLaughlin, Mary Hauser, Liz Anderson, and Charles Wiger. The reasons for the letters were very simply the fact that the recommendations regarding the grant which was submitted to Mn/DOT. The staff recommendation from the Met Council we received, and the letter to Carol Flynn was prepared regarding our concerns as the Committee has said that our request should be reduced and that we should focus on the Midway Corridor and the Comprehensive Plan. The purpose of the Comprehensive Plan is to

coordinate Ramsey County beyond the Midway Corridor to how we would connect if any in the future with other counties. He also feels that we should be looking at Stillwater and the whole metropolitan area. He addressed this concern to Carol Flynn, and they did not have much time to work on it, only one day, but we got it out.

Chairman Finley did meet with the members of the Met Council from our county, and only one of them, Mary Hauser, sits on the Systems Committee. They said frankly their staff said the concern is that Ramsey County is dragging its feet, and that we should be doing the preliminary engineering plan at the same time we are doing the comprehensive plan. That is the reason for the letter to Liz Anderson and the attachments of the guidelines. The other thing is RTB had followed up with the same type of request, the St. Paul Paper today did miss the point, as his letter was dealing with the grant process, as the letter was not dealing with the issues on alignment, and the person from the paper who wrote the article left the meeting before the discussion had even reached the grant process.

What Chairman Finley is concerned about is if we get through with the comprehensive plan and Phase I preliminary engineering and make the decision on the alignment that there are no funds then available except local County tax dollars to get to the really critical issue of Phase II of the preliminary engineering, and that is the posture that it appears the staffs are taking that they not fund Phase II. In the staff recommendation to Met Council it appears as if they added points to Hennepin County because Hennepin County offered to pay more than 50% of the portion that they were requesting. This is not a Mn/DOT criteria. He explained to the Met Council members yesterday if they think that should be a criteria that by accepting the recommendations, they are not funding Phase II they are going to be requiring Ramsey County to pay 100% to fund Phase II, and he does not think this is proper position to be in.

So, Ramsey County is on record as insisting upon our full request, the next step the Metropolitan Council meets on Thursday, and Chairman Finley intends to be there. He was not able to attend the RTB meeting, so that is why he sent them a letter. He also has a meeting scheduled with the Chairman of Met Council before that, and hopefully we can get at least a specific amount, and not leave it in limbo. They have made it very vague as to what our full recommendation will be.

Commissioner Ahrens would like to know why do they say that we are dragging our feet. Chairman Finley believes it starts right here in this building with the City of St. Paul, but the fact is that it was the City of St. Paul who asked for four separate extensions before acting upon the study until July 28th when the City Council action was taken. They had asked for these when the original cutoff date was March 30th, and now we had to go all the way to September at which time the City Planning Staff has taken position on University Avenue.

Commissioner Ahrens commented that in her many contacts with the District Councils, their feeling is quite the opposite. What they are saying is we are pushing too fast, and it should take a while to get into this process, please slow down and give them a chance to react to this. If our representatives on the Met Council have a sense of the St. Paul communities and neighborhoods, they should be able to plead our case to slow the process down. Maybe the Minneapolis neighborhoods are not the same as St. Paul districts, they do not have the same strong active organizations like St. Paul.

Chairman Finley said that four District Councils he has attended meetings which has been along this line who expressed the same thing, he had ask them for input, and three of the four recommended the BN line and the fourth one said look at both University and the BN alignment. Neither the St. Paul staff recommendations from the City Council, nor the Metropolitan Council addressed the fact that the citizens' input is not recommending it.

The RTB did attach the comments of those Community Councils on the portion of the recommendations for the alignment, but the Met Council staffs did not do this.

Commissioner Salverda pointed out that after Chairman Finley had left the meeting of Met Council, they did talk about light rail transit, and Mary Hauser did give a very strong endorsement of Ramsey County progress. Chairman Finley said when he had talked to Ms. Hauser yesterday, he felt very good about her defense of our progress, and her position.

Commissioner Schaber wished to compliment Chairman Finley on all the work he is doing, and he appreciates the fact that he is spending so much time on this. The thing that bothers him is the perception that we are lagging, is this because Hennepin County has received a significant amount of media attention. The logic of this bothers him, if they say we are lagging, and then they are not going to fund us, Phase I, and much less Phase II, how are we going to get up to speed to be where we should be, he thinks we are where we should be. Commissioner Schaber has had similar types of reactions from the Community Councils, saying slow down, take a look, so he feels that we are proceeding at a very good pace, and disagrees with any other perceptions. It goes back to the Hennepin County Board Chairman receiving a lot of exposure. We do need to go after this in a very thoughtful, logical process in coordinating with other counties rather than being pushed into making a decision on any one now.

Chairman Finley has addressed the issue in writing that Ramsey County is going to make our decision based upon all of the available information that we can look at, and all the viable options, as it would not be fair to our constituents when we are talking about something that may affect MTC, may cost over \$100 million. It does not make any sense for expediency purposes to leave any stone unturned.

Chairman Finley continued, he has had to do a lot of things without first consulting with the Board members here because of the fast time tables that are coming through, and we have to react to them, and he does appreciate the support that has been given. He has tried to perceive, to reflect the feeling of the Board. The LRT is the biggest decision that we will have to make in a long time. He can remember in 1978 and 1979 going to the same type of meetings about solid waste. Now, we have been in the business a year plus, the plant is built, recycling operations are increasing, and Hennepin County is still going to be building a plant downtown in Minneapolis. We do go along, we do make decisions, and he feels that probably the same thing will be happening with the light rail, we may building the tracks, and Hennepin County may be still considering the underground issue coming into downtown Minneapolis. Probably the only decision we will be waiting to make is to where we connect to Hennepin County when we get to the west end of our tracks.

Commissioner Ahrens asked Chairman Finley to give a "sense" of the Met Council's meeting. Chairman Finley said it was mixed feeling, one that that the staff was correct that the perception is that we are dragging our feet, and that we should not be looking at Phase II funding as that will come on subsequent funding cycle. We would not be concerned either if we were assured there would be a subsequent funding cycle. He feels we are playing into the hands of their staff, as we would be eliminating Phase II. We would be short, and everyone else would get 100% of their request. Ms. Hauser felt that we were proceeding cautiously, and in the proper way by trying to do a very thorough plan, and Chairman Finley felt that Mr. McLaughlin felt the same way. Chuck Wiger did not make any comments. Ms. Anderson had been informed by the the staff that we could be doing these concurrently and they could not understand why we weren't. Chairman Finley explained that the guidelines would not permit us to do that. The compromise was originally Mn/DOT was not going to permit any grant requests unless any comprehensive plan was in, you could not ask for funding until you had the comprehensive plan, they changed part of it because of our request. Chairman Finley had had a meeting with the Commissioner and his staff and we said we had had so many studies on the Midway Corridor, we want to get the preliminary engineering as fast as possible, to at least be able to request the funding even though we won't have our comprehensive planning. The only exception to the rule is Midway Corridor for Ramsey County, but the exception is not that we could do them at the same time, but we could apply for the funds, and these could be set aside for the purpose, this was the compromise that we worked out.

Chairman Finley discussed the meeting Kathy DeSpiegelaere and Pat O'Malley had with Soo Line officials, and they would like to take the Board on a rail ride of the northern corridor, to schedule it before the winter weather sets in, and he has asked Ms. DeSpiegelaere to set this up.

Ms. DeSpiegelaere pointed out on the map where this corridor would be, between 35E and Rice, goes near 694 and County Road E, and up to White Bear. Mr. O'Malley pointed out the one that goes east and west, and one north and south from White Bear to the BN line downtown. Commissioner Schaber commented this is an alternative to the one in Phalen.

Mr. O'Malley pointed out that Wisconsin Central may need to operate part of this line right now they are having problems getting trackage rights. Because of the future potential of uses for this line, they are not filing for abandonment right now, but they have very light traffic on it right now.

Ms. De Spiegelaere advised the Board that she and Mr. O'Malley have met with all the railroads, this is how they came about this information. They are not proposing to abandon the right of way on the western portion, but they are open to the possibility.

Chairman Finley commented that it seems Soo Line is much more interested in cooperating with us than BN.

Ms. DeSpiegelaere will be contacting the Board members in regard to the most convenient dates for this proposed tour of the Soo Line.

3. Update of Activities on Northeast Burlington Northern Corridor Nominations to Northeast Corridor Task Force.

Chairman Finley asked for the addition of Paul R. Emeott from Gem Lake to the Northeast Corridor Task Force.

Commissioner Salverda moved the following recommendation, seconded by Commissioner Schaber.

Whereas, the Ramsey County Regional Railroad Authority has authorized a study of the recreation and transportation potential of the Northeast Burlington Northern Corridor; and

Whereas, the study will include review and recommendations from a Northeast Burlington northern Corridor Task Force, comprised of citizens and business representatives in the affected area; Now, Therefore, Be It

Resolved, That the Ramsey County Regional Railroad Authority appoints the following individuals to the Northeast Burlington Northern Corridor Task Force:

John Greavu, Maplewood
George Rossbach, Maplewood
Kathy Haggerty, District 5 Planning Council
Buzz Wilson, District 5 Planning Council (Alternate)
Paul R. Emeott, Gem Lake

Roll Call: Ayes - 6, Nays - 0
motion adopted.

4. Citizens Advisory Committee Resignation and Appointment

Commissioner Ahrens moved the following recommendation, seconded by Commissioner Salverda.

Whereas, The Ramsey County Regional Railroad Authority has authorized a Citizens Advisory Committee comprised of 14 members, two from each Commissioner's district, to assist in review and recommendations of Regional Railroad Authority proposals through the completion of a Comprehensive LRT Plan for Ramsey County; and

Whereas, There is a vacancy in Commissioner Diane Ahrens' district on the Citizens Advisory Committee; Now, Therefore, Be It

Resolved, that Robert Straughn is appointed to the Citizens Advisory Committee of the Ramsey County Regional Railroad Authority.

Roll Call: Ayes - 6. Nays - 0
Motion adopted.

5. Update on Comprehensive LRT Plan for Ramsey County

Ms. DeSpiegelaere advised the Board that five proposals had been received by Friday, these look quite extensive and thorough. Tomorrow there will be a Committee meeting to narrow the field to three of five, and presentations of the firms will be held, so that we can make a recommendation to the Board.

Chairman Finley said he had discussed this with Ms. DeSpiegelaere and it was felt that selections should be made following the 15th of November when the grants are awarded. Ms. DeSpiegelaere said they had looked at contract approval going to this Board November 22nd, but as we will not sure what will happen on the 15th, we may need more time to come back with the contract award. The Committee consists of Michele Timmons. Pat O'Malley, Paul Kirkwold, Jim Tolaas, there are three other people one from Mn/DOT, one from Hennepin County, and one from Anoka County, as well as herself.

6. Midway Corridor Study Final Report

Chairman Finley said that every Board member should have received this Final Report. It is not necessary that we accept this report.

7. Metropolitan County Regional Railroad Authorities Staff Coordination

Chairman Finley discussed the update on the activities.

8. Report on Minnesota Public Transit Association Fall Conference
October 12-14, 1988 - "Building Alliance".

Chairman Finley commented that this is a very thorough report from both Jim Tolaas and Jill Goski, he feels it is very complete. There were no questions from the Board members.

9. RCRRA Newsletter

Chairman Finley suggested that the Board members keep this listing, and if anyone has any suggestions for additions, please advise Ms. DeSpiegelaere.

Commissioner Schaber mentioned the "newspapers", the District Council organizations have their own newspapers and hopes that they will be notified, suggested the addition of the Seventh Street Business Association, NorthEnd Improvement, Grand Avenue Business Association, Rice Street Business Association.

Ms. DeSpiegelaere discussed the plan, there would be five issues to be sent out during the eleven months process for the comprehensive plan, she asked if the Board would want this widely circulated, or is there any attempt to limit circulation. Hennepin and Anoka Counties listing has approximately 1500 names.

Commissioner Hunt said that the Board has talked about the fact that general population seems to be unaware of what is going on, and this would be a good way to reach people.

Commissioner McCarty said perhaps we could encourage the cities to reproduce this as part of their bi-monthly newsletters.

Commissioner Hunt feels that we could send this out in bulk mailings. Commissioner McCarty asked how much we budgeted for this, and Ms. DeSpiegelaere said about \$10,000.

Chairman Finley would like this sent individually to each member of the Met Council, RTB, rather than just one general copy to their office.

Commissioner Salverda asked that the School Board Districts be added to this listing also.

Chairman Finley asked that the members furnish Ms. DeSpiegelaere with any additional names for this listing.

10. RCRRA Files

Chairman Finley said this is information on files.

11. Quarterly Report of Payments for RCRRA - July-September 1988

Commissioner Salverda moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority accepts the quarterly report of Payments for RCRRA for the period of July through September, 1988.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

There being no further matters to come before the Board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>Chairman Finley</u> Originating Department <u>J. T. Finley /s/</u> <u>11/18/88</u> Authorized Signature Date		Board Action Requested Chairman's Comments
Request Justification		

Budgeting and Accounting _____ County Attorney _____ Risk Manager _____ Data Processing _____ _____ Previous Action taken on Request		Date / Time Received By
---	--	----------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
November 22, 1988

Signature

Date

Board Date

Signature

Date

J. L. Glendinning

11/18/88

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

***REVISED-

3

PUBLIC WORKS		Board Action Requested
Originating Department		Accept the \$1,181,000 grant award for light rail transit work from the Minnesota Department of Transportation and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign a contract accepting the grant award.
<i>K. DeSpiegelaere</i> Authorized Signature	11-16-88 Date	
Request Justification		** ACTION IS REQUIRED

- See attached:
- 1) Memorandum from K. DeSpiegelaere, dated November 16, 1988
 - 2) Letter to Chairman John Finley from Commissioner of Transportation Len Levine 2 letters, both dated 11/14/88)
 - 3) Proposed Resolution
 - 4) Letter from Steve Keefe, Metropolitan Council dated 11/10/88
 - 5) J. T. Finley letter to Len Levine 11/16/88

Reviewed by *Ed Glantz* 11/17/88
 Budgeting and Accounting
 County Attorney *Michael L. Thomas* 11/18/88
 Risk Manager
 Data Processing
 Previous Action taken on Request

Date / Time
 Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

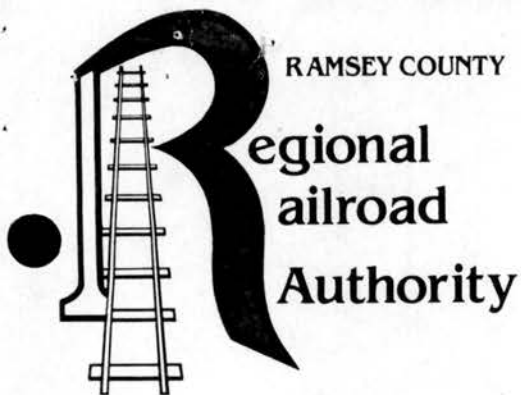
November 22, 1988

Board Date

Signature

Date

11/18/88



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

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Duane W. McCarty

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Hal Norgard

District 7

Donald E. Salverda

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Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Minnesota Department of Transportation Award of Light Rail Transit Grant Funds

DATE: November 16, 1988

Background

Ramsey County Regional Railroad Authority (RCRRA) applied on September 1, 1988 for funds from the Minnesota Department of Transportation (Mn/DOT) for light rail transit planning and for preliminary engineering in the Midway Corridor. State funds totaling \$4.17 million were available as 50% of the project costs to the seven metro area regional railroad authorities. No single county could receive more than 60% of the funds. The requests for funds exceeded \$4.17 million by \$1.06 million.

Ramsey County Regional Railroad Authority requested \$2,355,000, 50% of the estimated total cost of the work. The request was for:

	<u>Grant Request</u>	<u>Total Cost</u>
comprehensive light rail transit plan	\$ 302,000	\$ 604,000
preliminary engineering Phase I	653,000	1,306,000
environmental impact statement	226,000	452,000
preliminary engineering Phase II	1,174,000	2,348,000
	<u>\$2,355,000</u>	<u>\$4,106,000</u>

Mn/DOT Award

Attachment 1 is the letter from Mn/DOT indicating the award to Ramsey County.

November 16, 1988
Page Two

The award by the Minnesota Department of Transportation is for 50% of the estimated cost for:

	Mn/DOT Award	Total Cost
comprehensive light rail transit plan	\$ 302,000	\$ 604,000
preliminary engineering Phase I	653,000	1,306,000
environmental impact statement	226,000	452,000
	<u>\$1,181,000</u>	<u>\$2,362,000</u>

Preliminary engineering Phase II, (\$1,174,000 grant request) not anticipated to be conducted until 1990 at the earliest, is not proposed to be funded at this time. The possibility remains for additional funding through the state legislature for light rail transit grants to regional railroad authorities. Additional work by Ramsey County Regional Railroad Authority could be eligible for another grant cycle if funding is continued.

The grant will require a 100% match. In accepting the award, the Regional Railroad Authority agrees to fund the local match for the entire \$1,181,000 grant. The approved 1989 budget includes \$516,500 as a match for work to be undertaken by the Regional Railroad Authority. This leaves a balance of \$664,500 that is not matched. This shortfall could be financed from surplus funds in the 1989 budget or the 1990 tax levy. If cash is needed, a loan could be requested from the County to be repaid in 1990.

Recommendation:

Your acceptance of the grant award from the Minnesota Department of Transportation and commitment to finance the local share of the match is proposed in the attached resolution.

KD/gb
Attachment



Minnesota
Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Office of Commissioner
November 14, 1988

(612) 296-3000

John Finley
Chairman
Ramsey County Regional Railroad Authority
Ramsey County Courthouse, Room 316
St. Paul, MN 55102

Dear Mr. Finley:

I am pleased to announce the allocation of \$4,006,680.00 in state funds to five County Regional Rail Authorities for Light Rail Transit (LRT) planning and preliminary engineering. Your County's portion of this allocation totals \$1,181,000.00.

This allocation represents the culmination of a process that began last spring when the state legislature appropriated \$4.17 million to Mn/DOT for distribution to the metropolitan area Regional Rail Authorities. On May 24, Mn/DOT submitted draft allocation guidelines for review by the Regional Rail Authorities, the Metropolitan Council and the Regional Transit Board (RTB). Based upon the thoughtful comments received, final guidelines were issued on July 5. Five Rail Authorities submitted applications by the September 2 deadline. The RTB and Metropolitan Council forwarded comments on each application by November 2. A Mn/DOT committee, comprised of senior department staff, reviewed the applications for consistency with the final guidelines, and took under advisement the written comments of the RTB, Metropolitan Council, Regional Rail Authorities, and others.

I carefully considered this committee's recommendations, and allocated funds as outlined in the attached table. A contract authorizing transfer of the approved funds will be sent to each county in the next two weeks. With the completion of the contract process, state funding will be officially available to expedite the development of an LRT system.

If you have any questions regarding the process for transferring the allocated funds, please contact Randy Halvorson, Director, Office of Transit, (296-1615).

Sincerely,

LEONARD W. LEVINE
Commissioner

Attachment



MINNESOTA DEPARTMENT OF TRANSPORTATION (MN/DOT)
 ALLOCATION OF STATE LRT FUNDS
 TO
 COUNTY REGIONAL RAILROAD AUTHORITIES

<u>Rail Authority Recipient</u>	<u>Fund Purpose</u>	<u>Mn/DOT Allocation</u>
Anoka	Planning	\$ 170,679.00
Dakota	Planning	\$ 145,500.00
Hennepin	Planning	\$ 73,979.00
	Environmental Studies	\$ 210,099.00
	P.E.	\$2,217,923.00
Ramsey	Planning	\$ 302,000.00
	P.E. Phase I	\$ 879,000.00
Scott	Planning	<u>\$ 7,500.00</u>
	TOTAL	\$4,006,680.00

Appropriation	:	\$4,170,000.00
Mn/DOT Allocation:		\$4,006,680.00
Fund Balance	:	\$ 163,320.00

November 14, 1988



Minnesota
Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Office of Commissioner

(612) 296-3000

November 14, 1988

John T. Finley
Chairman
Ramsey County Regional Railroad Authority
Room 316 Courthouse
15 West Kellogg Boulevard
St. Paul, Minnesota 55102

Dear John:

Thank you for your recent letter supporting the Ramsey County Regional Rail Authority's request for state Light Rail Transit (LRT) funds. As I indicated in a separate letter to you and to each of the other Regional Railroad Authority Chairman, my allocation decision was made after careful consideration of the recommendation of a Mn/DOT committee comprised of senior department staff. This group reviewed each application's consistency with the state funding guidelines and considered the comments received by the Metropolitan Council, Regional Transit Board, Regional Railroad Authorities, and others including the St. Paul Chamber of Commerce.

Mn/DOT's committee was impressed with Ramsey County's application which included an excellent overview of LRT development in other cities in the U.S. In addition, Randy Halvorson met with Kathy DeSpiegelaere to make certain that we had all pertinent information concerning your funding request.

In recognition of the importance of the Midway Corridor to the overall development of an LRT system in the metro area, I am not only authorizing your full request for planning and Phase I P.E. but also allowing the county the option of conducting these studies concurrently. Unfortunately, I can not authorize Phase II P.E. at this time. However, if Ramsey County successfully completes its comprehensive LRT Plan and Phase I P.E. study, I will recommend that Mn/DOT's LRT Committee give very serious consideration to funding Phase II P.E. in the next round of state fund allocations. Another allocation, of course, assumes the legislature will approve Mn/DOT's request for additional state LRT funding in the next biennium. Mn/DOT's budget recommendation to the Governor currently contains an LRT line item for \$4.17 million in 1990 and \$4.17 million in 1991.

John T. Finley
Page 2
November 14, 1988

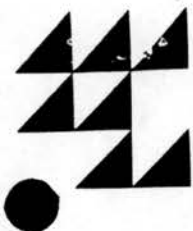
It has been a pleasure working with you and your staff during this allocation procedure. I hope we are able to secure a state appropriation which allows a similar association in the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Leon Levine", with a stylized flourish at the end.

LEONARD W. LEVINE
Commissioner

cc: John Finnegan



November 10, 1988

John T. Finley, Chairman
Ramsey County Regional Rail Authority
316 Courthouse
St. Paul, MN 55102

Dear John:

I wanted to follow up with you on the Council's action to expand the light rail transit priority corridor definition. As I'm sure you've heard, the Hennepin County Regional Railroad Authority has received indications that UMTA may be receptive to funding LRT construction if an implementation method involving substantial private sector participation is used. They want to apply for a \$100 million capital grant and, if an acceptable turnkey or super turnkey proposal is received, HCRRA would use the money on portions of the system that have regional importance like the yards and shops and vehicles.

We supported expanding the priority corridor definition to give Hennepin County the best chance of getting this grant because, of course, it's for the long-term good of the region if we can capture as much federal money as possible to assist us with these projects.

I'd like to strongly encourage you to work with the Hennepin County Regional Railroad Authority on pursuing this grant jointly. The best solution for the region is if you and Hennepin County pursue and receive the grant together. On the other hand, I am sympathetic with their concern that they don't want to slow down the process just because you're not as far along in your planning as they are.

A big part of the problem is the lack of a selected alignment in the midway corridor. I don't want to pre-judge the results of your citizen participation process, but, frankly, John, I just don't believe that when all the dust settles it's going to be possible to justify a transportation investment of this size anywhere but along University Avenue. The cost/ridership ratio is just so poor that the money could probably be better spent on things like high occupancy vehicle lanes or expansions to the existing bus system than the alternative transit line, which would make it hard to defend from the kind of criticism we are bound to draw. If you were to move ahead and designate the University Avenue line, there would still be plenty of time to make decisions about frequency of stops and circumstances along University and plenty of time to abort the decision if the community decides they don't like the alignment.

On the other hand, if you did choose that alignment, you would be just as far along as Hennepin County is in the process and would be in a very good position to join them in a grant application. Furthermore, the time saved by this approach would speed up the likelihood of getting a midway corridor alignment constructed as part of the same system and would enhance light rail access for everybody, including the people in Hennepin County.

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November 10, 1988

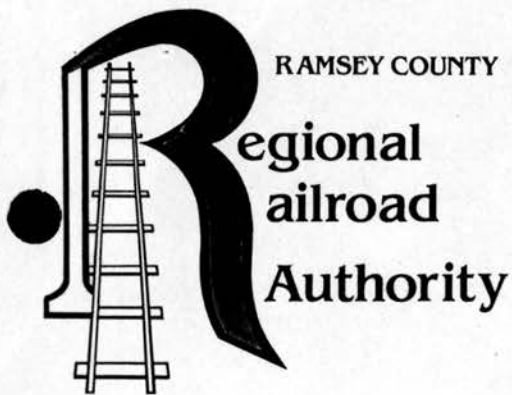
Ramsey County has an opportunity to be a real leader in the development of this system. I know you have a personal attachment to the northern corridor, but I also know your commitment to doing the best for the county and the region. I urge you to move ahead on this quickly and work with Hennepin County to develop the best possible joint application.

Sincerely,

Steve

Steve Keefe
Chair

SK0105-CHADM1



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

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District 6

November 16, 1988

Leonard W. Levine, Commissioner
Minnesota Department of Transportation
Transportation Building
Saint Paul, Minnesota 55155

Dear Len:

I have received your letters of November 14 about the grant application for light rail transit funds by Ramsey County Regional Railroad Authority. Naturally, we are disappointed that Phase II of preliminary engineering for the Midway Corridor was not funded at this time, and we are appreciative of the full funding provided for the other elements of the grant application, namely, comprehensive planning and Phase I of preliminary engineering.

We will work together with Mn/DOT to ensure that quality projects are completed with the grant funds and to seek additional state funding for light rail transit work that remains to be done. We hope when the time comes to initiate Phase II of preliminary engineering for the Midway Corridor that grant funds for that work will be available.

Thank you for allowing the exception that will permit Ramsey County Regional Railroad Authority the opportunity to proceed with comprehensive LRT planning for the County and preliminary engineering for the Midway Corridor at the same time. As my previous letter indicated, the 1989 budget adopted by the Regional Railroad Authority did not anticipate the exception to the rule that a comprehensive plan must be completed before preliminary

November 16, 1988

Page Two

engineering could be undertaken and there are insufficient funds in the budget to supply the 50% match for preliminary engineering at this time. The matter will, however, be discussed by the Regional Railroad Authority at its next meeting and options for proceeding sooner with preliminary engineering activities than previously anticipated will be considered. In the meantime, we have selected a consultant for the comprehensive LRT plan and expect to initiate work on that in December. The assistance of state funds for that work is welcome.

I heartily concur in the final two sentences your letter. It has been a pleasure to us and our staff too to work with you and Mn/DOT staff members. I too hope that we can secure a state appropriation to continue the LRT work we have begun, with your assistance.

Yours very truly,

John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/gb

cc: Ramsey County Commissioners
Ramsey County Legislative Delegation
Terry Schutten
Kathryn DeSpiegelaere
Tom Ryan



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority by resolution on August 16, 1988 authorized submission of a grant application to the Minnesota Department of Transportation for light rail transit work and affirmed its commitment to fund 50 percent of the cost of that work; and

WHEREAS, The Minnesota Department of Transportation has indicated that Ramsey County Regional Railroad Authority has been awarded \$1,181,000 for light rail transit work which requires matching funds of \$1,181,000; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority accepts the light rail transit grant award of \$1,181,000; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority agrees to fund the local match for the entire \$1,181,000 grant from the 1989 budget or the 1990 tax levy, and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the Chairman of the Regional Railroad Authority to sign a contract accepting the grant award.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

PUBLIC WORKS Originating Department <i>K. DeSpiegelaere</i> <i>11/15/88</i> Authorized Signature Date		Board Action Requested Implications of Initiating Preliminary Engineering Concurrently with Comprehensive Light Rail Transit Plan -- INFORMATION ONLY
--	--	---

Request Justification

See attached:

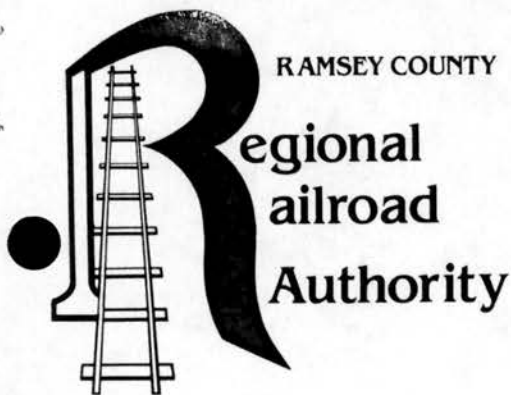
- 1) Memorandum from K. DeSpiegelaere, dated November 16, 1988
- 2) Definitions of light rail transit terms, dated August 10, 1988

<i>Reviewed by</i> <i>Ed Blantzy</i> <i>11/17/88</i> Budgeting and Accounting <i>11/18/88</i> County Attorney <i>Michael L. Timmer</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____		Date / Time Received By
--	--	---------------------------------------

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
November 22, 1988	<i>J L Blendenburg</i>	11/18/88
Board Date	Signature	Date



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KA*

SUBJECT: Implications of Initiating Preliminary Engineering
Concurrently with Comprehensive Light Rail Transit Plan

DATE: November 16, 1988

The Minnesota Department of Transportation (Mn/DOT) award of funds for light rail transit (LRT) to Ramsey County Regional Railroad Authority (RCRRA) includes the option for RCRRA to both begin a comprehensive LRT plan for Ramsey County and to initiate more detailed work on the Midway Corridor (preliminary engineering and an environmental impact statement). In a separate action, the Regional Railroad Authority is being requested to accept the grant award and to commit the matching funds for the grant.

This option is an exception to Mn/DOT guidelines and was not known when RCRRA adopted its tax levy and budget, based on an anticipated work program for 1989. The implication of performing the additional tasks in 1989 is a need for funds to provide the equal match to state LRT grant funds that have been awarded. These additional funds were not included in the 1989 RCRRA budget. Should the RCRRA choose to start preliminary engineering concurrent with the comprehensive LRT plan, a loan from Ramsey County may be necessary in 1989, to be repaid from 1990 tax levy. This cash loan may total \$664,500.

The major tasks for which grant funds were requested in 1989 are:

	Total Estimated Cost	Mn/DOT Grant Award	Matching from RCRRA	Minimum Estimated Time to Complete
Comprehensive LRT Plan	\$ 604,000	\$302,000	\$ 302,000	11 months
Preliminary Engineering Phase I - Midway Corridor	1,306,000	653,000	653,000	11 months
Environmental Impact Statement - Midway Corridor	452,000	226,000	226,000	21 months
Preliminary Engineering Phase II - Midway Corridor (to be conducted after completion of Phase I)	2,348,000	-0- at this time	-0-	12 months
TOTAL	\$4,106,000	\$1,181,000	\$1,181,000	-

Definitions of Work

Preliminary engineering Phase I would include evaluation of up to three alignments for LRT in the Midway Corridor.

City of St. Paul staff members have indicated that evaluation of the University Avenue alignment could focus on:

- o access to businesses and land uses along University Avenue during construction and operation of LRT;
- o traffic flow and capacity questions along the Avenue;
- o on-street and off-street parking need and supply for business and uses along the Avenue;
- o station spacing and locations, and physical accessibility by riders; and
- o development of a bus system and routes which will complement the LRT and the surrounding neighborhoods without detrimental impact.

These and other factors could be assessed for University Avenue, I-94 and Burlington Northern Southern Mainline in alignments in Phase I of preliminary engineering. Phase II preliminary engineering, not awarded grant funds at this time, would examine one alignment in greater detail.

An environmental impact statement (EIS) for the Midway Corridor, according to conversations with Environmental Quality Board staff, is not absolutely required, but is strongly recommended. Hennepin County Regional Railroad Authority is completing an EIS for its LRT corridors. Mn/DOT definitions of the terms preliminary engineering and environmental impact statement are attached.

Requests for RCRRA to Initiate
Preliminary Engineering for the Midway Corridor

Requests were made to the Minnesota Department of Transportation for RCRRA to be permitted grant funds to initiate preliminary engineering in the Midway Corridor concurrently with work on a comprehensive LRT plan by the Metropolitan Council and Regional Transit Board. The City of St. Paul has also indicated an interest in having RCRRA proceed in this effort.

One reason for the interest of these agencies in having the work begun now is a concern that RCRRA be an active participant in decisions being made by Hennepin County Regional Railroad Authority.

Recommendation:

This memo is being presented to you for your November 22 meeting for your information only.

KD/clm
Attachment



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

August 10, 1988

Phone 296-1615

Kathryn DeSpiegelaere
Senior Transportation Planner
Ramsey County Regional Railroad Authority
Room 316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN. 55102

Dear Kathy:

This letter is written in response to your request for assistance in preparing brief descriptions of terms related to the Minnesota Department of Transportation's (Mn/DOT) guidelines for LRT funding. In your letter of August 1, six terms are identified. The descriptions below incorporate these terms within the three funding categories of comprehensive planning, preliminary engineering, and final design and construction.

Comprehensive LRT Plan

A comprehensive LRT plan is a document that describes the role and function of LRT in meeting the transportation needs of a specific geographic area. It explains the analysis process used in addressing the items listed in the state LRT guidelines and describes the corridors which comprise an overall LRT system. Potential corridors for LRT should be considered from a broad perspective rather than from a specifically defined LRT route alignment perspective.

Preliminary Engineering

Preliminary engineering is a process that analyzes broad LRT corridors to the point where specific LRT route alignments are identified for possible construction. This process identifies and prioritizes LRT route alignments.

The terms scoping document, environmental impact statement (state), and alternatives analysis/environmental impact statement (federal) that are listed in your correspondence are a part of the preliminary engineering process. A scoping document analyzes project needs, potential alternatives and environmental impacts. It identifies alternatives to be considered but does not evaluate or rank alternatives. The next document in the process, the scoping decision document, identifies which corridors go through the environmental impact statement process.

K. DeSpiegelaere
August 10, 1988
Page 2

Minnesota Statutes Chapter 116D.04 Subd. 2a defines an environmental impact statement as a document "which describes the proposed action in detail, analyzes its significant environmental impacts, discusses appropriate alternatives to the proposed action and their impacts, and explores methods by which adverse environmental impacts of an action could be mitigated. The environmental impact statement shall also analyze those economic, employment and sociological effects that cannot be avoided should the action be implemented."

The environmental impact statement/alternatives analysis (EIS) process is essentially the same for state and federal purposes. The EIS process identifies specific route alignments and discusses all issues relevant to the planning, design, construction and operation of each LRT route. The Final EIS is where LRT route alignments are identified and prioritized.

Final Design and Construction

Final design is the project development stage which includes preparation of detailed construction plans, specifications and cost estimates. The plans are used by contractors to actually construct an LRT route. It is also the stage where right of way is purchased and relocations occur.

Thank you for contacting Mn/DOT for assistance. If you have further questions please call or write.

Sincerely,

Donna M. Kenzie
for Randy Halvorson
Director
Office of Transit

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Public Works Originating Department <i>K. DeSpiegelaere</i> Authorized Signature 11/15/88 Date	Board Action Requested Authorize staff to negotiate a contract for a comprehensive light rail transit plan with Strgar-Roscoe-Fausch, Inc. and Kaiser Engineers **Action is Required.
---	---

Request Justification

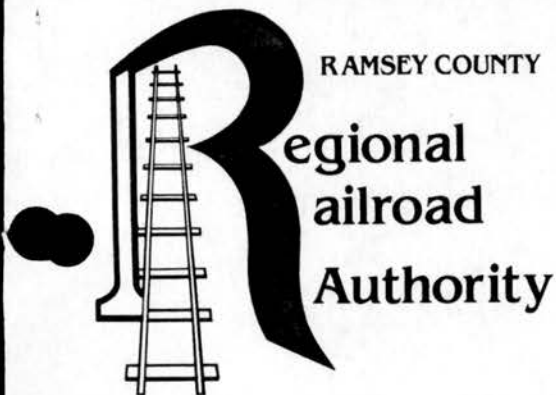
- See attachments:
1. Memorandum on consultant selection from K. DeSpiegelaere
 2. Proposed resolution

<i>No funds involved at this time.</i>	
Budgeting and Accounting <i>Ed Blawie</i> 11/17/88	Date / Time
County Attorney <i>Michael L. Timmer</i> 11/18/88	Received By
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
November 22, 1988	<i>J. L. Dendennan</i>	11/18/88
Board Date	Signature	Date



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Consultant Selection for Comprehensive LRT Plan

DATE: November 9, 1988

You previously authorized solicitation of proposals from consulting firms for a comprehensive LRT plan for Ramsey County.

Five proposals were received. All were from teams of local and non-local firms. They were from:

1. BRW; Bechtel; LTK

BRW, the prime contractor, is a Minneapolis firm. Estimated cost - \$463,089

2. DeLeuw, Cather & Company; Barton-Aschman Associates, Inc.

DeLeuw, Cather & Company's Chicago office is the prime contractor. Estimated cost - \$499,966

3. LS Transit Systems, Inc.; Edwards and Kelcey, Inc.; Charles R. Nelson and Associates, Inc.; Public-Private Ventures, Inc.

LS Transit Systems, the prime contractor, is located in New Jersey. Estimated cost - \$499,916

November 7, 1988
Page Two

4. Strgar-Roscoe-Fausch, Inc.; Kaiser Engineers

Strgar-Roscoe-Fausch, the prime contractor, is a Minneapolis area firm. Estimated cost - \$461,740

5. Sverdrup Corporation; TKDA and Associates, Inc.

Sverdrup's St. Louis office is the prime contractor. Estimated cost - \$499,970

A committee of seven county and non-county staff met twice, first to review proposals and then to listen to oral presentations from all five firms.

We were pleased with the high-quality proposals received. The staff recommendation is to negotiate a contract for the comprehensive LRT plan with Strgar-Roscoe-Fausch and Kaiser Engineers. The outstanding characteristic of this team was the ability to convey technical information in non-technical terms, one of the keys to a successful community involvement program for light rail transit. Strgar-Roscoe-Fausch has experience in transportation planning on many projects in the Twin Cities area. In addition, this proposal was the lowest in cost of the five received.

The principal-in-charge would be Peter Fausch, former assistant commissioner with the Minnesota Department of Transportation. This firm currently has major contracts with the City of St. Paul (Shepard Road EIS) and the Minnesota Department of Transportation (I-35W EIS).

Recommendation:

The attached resolution has been prepared for your consideration.

KD/gb
Attachment



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority Commissioners have authorized a request for proposals for consultant services for a comprehensive light rail transit plan for Ramsey County; and

WHEREAS, A committee of seven has reviewed the proposals, listened to presentations from each of the five teams of firms which submitted proposals and made a recommendation that the firm to be offered a contract be Strgar-Roscoe-Fausch, Inc. with Kaiser Engineers; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority staff is authorized to negotiate a contract with Strgar-Roscoe-Fausch, Inc. with Kaiser Engineers for a comprehensive light rail transit plan for Ramsey County.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

PUBLIC WORKS		Board Action Requested
Originating Department		Hennepin County's Federal Grant Applications --
<u>K. DeSpiegelaere</u>	11-14-88	INFORMATION ONLY
Authorized Signature	Date	

Request Justification

See attached:

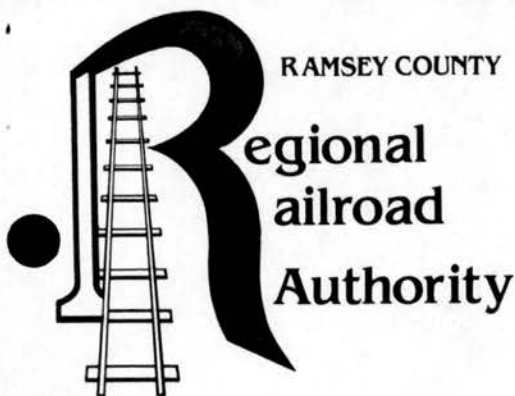
- 1) Memorandum from K. DeSpiegelaere, dated November 14, 1988
- 2) Map of LRT Priority Corridor
- 3) Memo from J. T. Finley to Steve Keefe dated 11/1/88
- 4) Letter to J. T. Finley from Mayor George Latimer dated 11/3/88

Reviewed by <u>Ed Klautsky</u> 11/17/88		Date / Time Received By
Budgeting and Accounting	<u>M. L. Timmer</u> 11/18/88	
County Attorney		
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
November 22, 1988	<u>J. L. Glendinning</u>	11/18/88
Board Date	Signature	Date



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Hennepin County's Federal Grant Applications

DATE: November 14, 1988

Hennepin County Regional Railroad Authority has applied to the Urban Mass Transportation Administration (UMTA) for federal funds for planning for light rail transit (\$2.4 million) and for light rail transit vehicles and maintenance facilities (\$100 million).

The application is contingent upon:

1. Using a turnkey or superturnkey approach to implementing LRT;
2. A 70 to 80 percent match for the \$100 million capital grant;
3. Action by the current UMTA administrator who may conclude his tenure when President Reagan leaves office.

One condition of the federal grant application is that it may be made for the region's priority corridor for light rail transit. The University Avenue corridor between downtown Minneapolis and St. Paul was previously designated the priority corridor.

Hennepin County proposed that the priority corridor be expanded to include not only University Avenue, but also Hennepin County's northwest and Hiawatha corridors (map attached).

November 14, 1988
Page Two

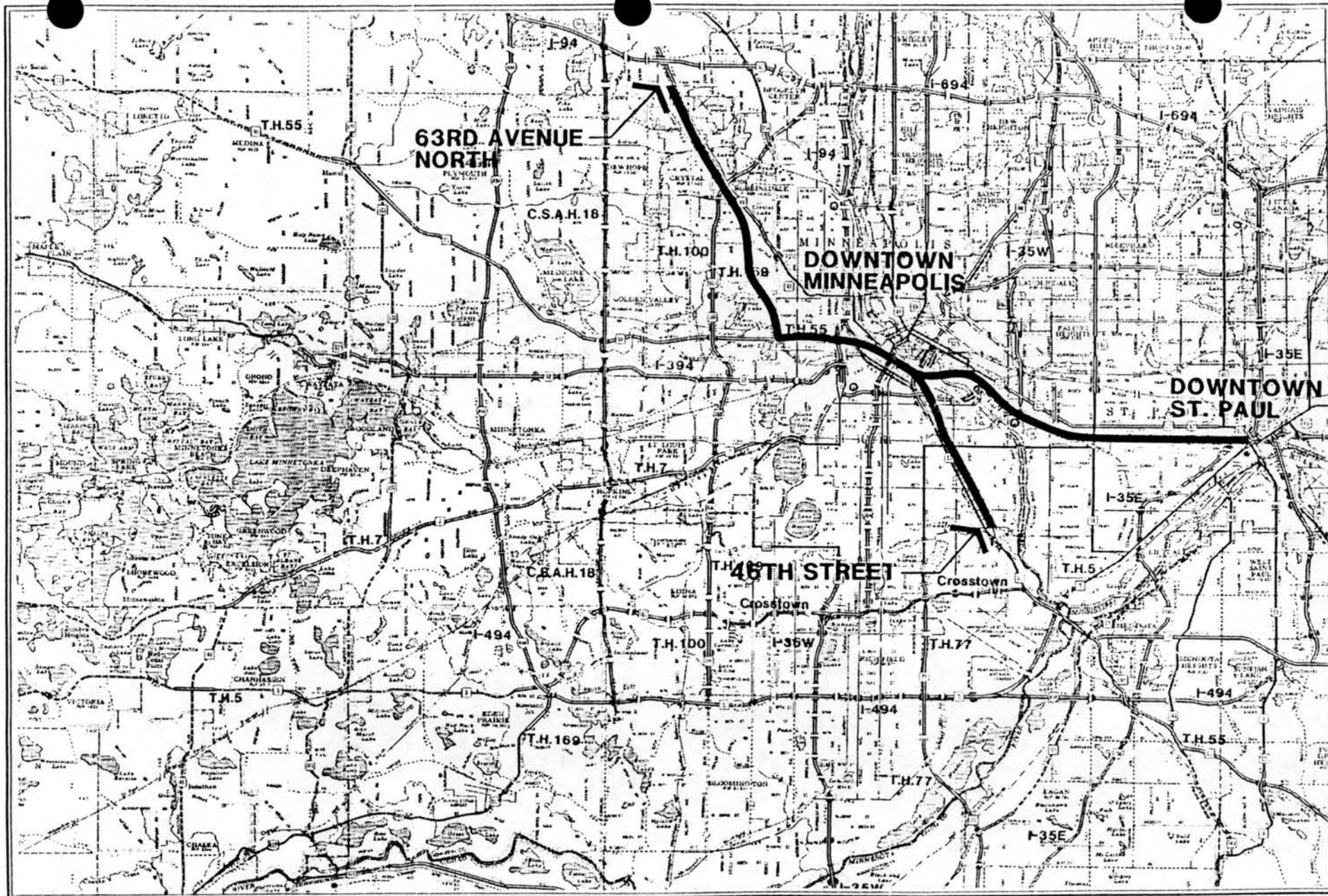
The Metropolitan Council is the agency with responsibility for determining the region's priority corridor for federal funding for light rail transit. The recommendation adopted by the Metropolitan Council on November 3 was to agree to expand the priority corridor for federal grant purposes and strongly encourage that federal grant applications be submitted jointly by Hennepin and Ramsey Counties in order to ensure equitable distribution of those funds throughout the regionally designated priority corridor.

Hennepin County Regional Railroad Authority (HCRRA) submitted the \$2.4 million grant application on November 4. The \$100 million grant application is to be submitted this week. Although the maintenance facility proposed to be federally funded is to serve regional LRT needs, Chairman Finley has requested that the grant application include reference to the 44 LRT vehicles to be acquired with federal funds as vehicles to provide regional LRT service, based on established regional priority corridors.

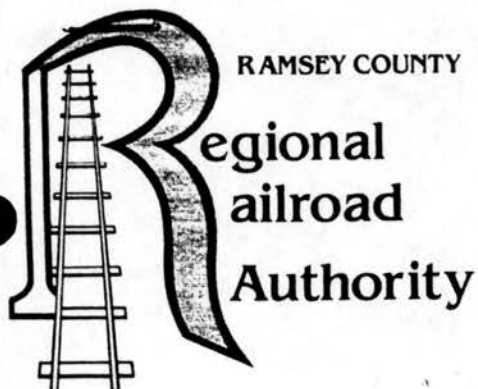
Recommendation:

For your information.

KD/gb



PROPOSED LRT PRIORITY CORRIDOR



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Steve Keefe, Chairman
Metropolitan Council

Members of the Metropolitan Council

FROM: John T. Finley, Chairman
Ramsey County Regional Railroad Authority

SUBJECT: Urban Mass Transportation Administration Priority
Corridor Request

DATE: November 1, 1988

At your next meeting you and the rest of the Metropolitan Council will be considering a request from Hennepin County Regional Railroad Authority (HCRRA) to designate as the metropolitan region's priority corridor for light rail transit an area in addition to the current priority corridor, the Midway Corridor. The request would add the Northwest Corridor and the Hiawatha Corridor in Hennepin County as priority areas.

The Midway Corridor in Hennepin and Ramsey Counties connecting the two downtowns and the University of Minnesota was, and should remain, the priority corridor for light rail transit in the region, based on studies which indicate that it has the highest potential for successful light rail transit.

The priority corridor could be expanded for purposes of obtaining a federal grant because the addition of the new areas to the priority corridor designation could have long-term consequences in the application of federal, state or even metropolitan funds for light rail transit planning and construction. We must, however, make the Midway Corridor a part of the grant and not let the grant only include the part of the corridor in Hennepin County.

November 1, 1988
Page Two

We have no objection to it being the highest in Hennepin County, but to place it on par with the Midway Corridor as the highest Metropolitan Council priority flies in the face of all the criteria used in previous Metro Council studies in which the conclusion was that the Midway Corridor stands above all the rest and is unquestionably of the highest priority with the best chance of success.

To say that such designation is consistent with your action in the HCRRA plan appears to be stretching because it was our understanding that you were recommending priorities of transit lines within Hennepin County and not outside Hennepin County. Your action was addressing HCRRA priorities as they relate to each other and not as they relate to metropolitan priorities since those were previously established by the study done by Metropolitan Council staff and approved in December, 1986 at which time Midway was established as the singularly highest priority.

Be that as it may, we can support Hennepin County corridors being added as priority corridors for federal grant purposes, providing that all grant applications include the area of the Midway Corridor within Ramsey County and that the funds provided are shared fairly pursuant to subsequent agreements between Ramsey County, Hennepin County and the Metropolitan Council.

JTF/gb

cc: Mayor George Latimer
Commissioner Ahrens
Commissioner Hunt
Commissioner McCarty
Commissioner Norgard
Commissioner Salverda
Commissioner Schaber



GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
OFFICE OF THE MAYOR

347 CITY HALL
SAINT PAUL, MINNESOTA 55102
(612) 298-4323

November 3, 1988

John Finley, Chair
Ramsey County Regional
Railroad Authority
Room 316,
City Hall and County Courthouse
Saint Paul, Minnesota

Dear Commissioner Finley:

I have just read your letter of November 1, 1988 to Metropolitan Council Chair Steve Keefe, regarding the Council's consideration of extending UMTA priority corridor status to include other routes in Hennepin County besides its portion of the University Avenue/Midway Corridor.

Your comments cut to the central issue, and accommodate the concerns I expressed in my letter of November 1 to the Metro Council's Systems Committee. You make a very good suggestion about how to support Hennepin County's initiative without abandoning the key role the Midway Corridor plays for transit development in the Twin Cities.

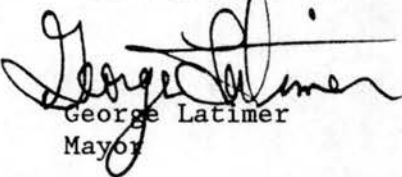
The priority corridor designation should be extended only if the entire new priority corridor--not just the extension--benefits from the grant application and the resulting planning and equipment purchases. I understand that Hennepin County is applying to the Urban Mass Transportation Administration (UMTA) for two grants, a Section 8 Planning Grant to study various methods of financing, developing and building LRT lines; and a Section 3 Grant for development of Yards and Shops and procurement of rolling stock (LRT Vehicles) for the regional LRT system. Such grants and the resulting development procedures and facilities are truly regional in nature and should be requested and obtained by a coalition of the regional rail authorities and the regional transit agencies.

I strongly support your suggestion to agree that the Hennepin County corridors be added as priority corridors for federal grant purposes, providing that all grant applications include the area of the Midway Corridor within Ramsey County and that the funds provided are shared between Ramsey County, Hennepin County and the Metropolitan Council. It is also essential that the agencies with the responsibility to own and operate the LRT system be involved in the decisions about development and equipment which are the focus of these grant applications.

John Finley
November 3, 1988
Page 2

Saint Paul is committed to pursue the issues surrounding better transit services to our city and county residents. Your active participation in seeking the federal grants is encouraging to the city. Saint Paul is looking forward to working closely in partnership with the Ramsey County Regional Railroad Authority on these issues.

Very truly yours,


George Latimer
Mayor

GL:da

cc: County Commissioners
City Council Members
Metropolitan Council Members
Regional Transit Board Members
Ramsey County Legislative Delegation
Saint Paul Area Chamber of Commerce
Hennepin County Regional Rail Authority

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Public Works Originating Department <i>K. Despiegelaere</i> Authorized Signature	11/15/88 Date	Board Action Requested Northeast Burlington Northern Corridor Update -- INFORMATION ONLY
---	------------------	---

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere dated November 15, 1988
 2. Letter from Bruce Vento to Director of National Park Service

Reviewed by Ed Glanville 11/17/88
 Budgeting and Accounting
Marilyn L. Simon 11/18/88
 County Attorney
 Risk Manager
 Data Processing
 Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
November 22, 1988

Signature

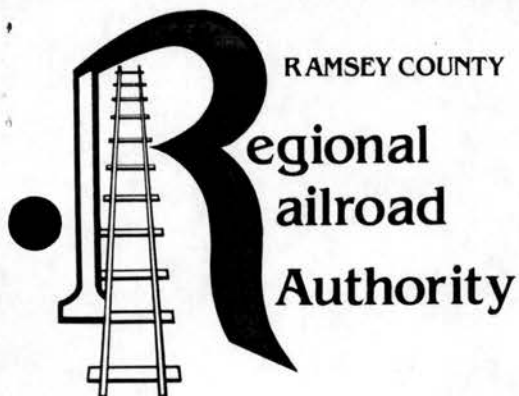
Date

Board Date

Signature

Date

11/18/88



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Northeast Burlington Northern Corridor Update

DATE: November 15, 1988

In recent weeks, these events have occurred in regard to the Northeast Burlington Northern Corridor:

- Congressman Bruce Vento has requested technical assistance from the National Park Service in advancing the proposed acquisition and implementation of trail use for the corridor. A copy of the November 1 letter from Congressman Vento to the director of the National Park Service is attached.
- The Metropolitan Parks and Open Space Commission met on November 14 and approved these findings for public hearing debate:
 1. The abandoned Burlington Northern Railroad corridor, from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, meets the selection criteria for a regional trail corridor required in the recreation open space policy plan.
 2. The corridor could accommodate trail and light rail transit uses. Trail master planning should be done in a coordinated manner with the comprehensive light rail transit plan for Ramsey County. The cost of relocating the trail to accommodate the LRT should be borne with LRT funds.

November 14, 1988
Page Two

3. The Metropolitan Council should consider allowing LRT use as a part of the restrictive covenant for the trail acquisition if the Council finds that building LRT in this corridor is in the public interest and no alternative exists as required by policy 21 of the recreation open space policy plan.
4. The bridge extensions of I-94 requested by the City of St. Paul enhance trail user safety since their design provides greater visibility in the trail underpass. Consequently, staff finds the bridge extensions are needed.

The Metropolitan Council's hearing date has not yet been set, but will most likely be in January, 1989.

Recommendation:

For your information.

KD/gb

BRUCE F. VENTO
4TH DISTRICT MINNESOTA

2304 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-6631

DISTRICT OFFICE:
AMERICAN NATIONAL BANK BUILDING
5TH AND MINNESOTA STREETS
ROOM 905
ST. PAUL, MN 55101
(612) 224-4503

Congress of the United States
House of Representatives
Washington, DC 20515

HOUSE COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS

CHAIRMAN:
SUBCOMMITTEE ON NATIONAL PARKS
AND PUBLIC LANDS

HOUSE COMMITTEE ON
BANKING, FINANCE AND
URBAN AFFAIRS

HOUSE SELECT COMMITTEE
ON AGING

November 1, 1988

Mr. William Penn Mott, Jr.
Director
National Park Service
P.O. Box 37127
Washington, D.C. 20013-7127

RECEIVED

NOV 02 1988

MAYOR'S OFFICE

Dear Mr. Mott:

The National Trails System Act directs the Secretary of the Interior to encourage state and local governments, as well as private interests, to establish trails on lands in or near urban areas. The National Park Service, as the Department's lead agency on trail programs, has the expertise and responsibility to provide technical assistance on urban trail projects, as provided for in Section 8 of the National Trails System Act.

I raise this matter because the City of St. Paul, Minnesota, in cooperation with the Minnesota Department of Natural Resources, the Twin Cities Metropolitan Council, and interested organizations, is undertaking to develop a major urban hiking/biking trail on an abandoned Burlington Northern Railroad line running through the City of St. Paul and Ramsey County. The project is tentatively known as the Phalen Park Trail. I am particularly interested in this trail because it has the potential of linking two national river corridors; the soon-to-be designated Mississippi National River and Recreation Area and the Lower St. Croix National Scenic Riverway. Further, in reviewing NPS materials on your technical assistance program, this trail project appears to meet all the criteria and priorities established for assistance.

I believe this NPS could serve a valuable role in providing technical assistance to assist the City of St. Paul in bringing this project to function. Local, regional and state governments, as well as the general public, are enthusiastic about the project. City officials tell me trail use is booming in the region and the development of this new trail would be a major urban environmental and recreational resource for the community. The NPS's expertise in resource evaluation, environmental reviews, and trail conservation planning and implementation techniques would provide a major catalyst to the local efforts already underway.

NPS technical assistance for this project would be an appropriate and wise use of resources. I look forward to your favorable consideration of the project and would be happy to assist you with any further information that may be necessary.

Sincerely,

A handwritten signature in dark ink, appearing to read "Bruce F. Vento", with a horizontal line extending to the right.

Bruce F. Vento
Member of Congress

BFV:lw

cc: Mayor George Latimer ✓
Don Castleberry - NPS
Bill Spitzer - NPS

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

December 13, 1988

The meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, December 13, 1988, at 10:20 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

MEMBERS PRESENT: Chairman John Finley
Commissioner Ruby Hunt
Commissioner Duane McCarty
Commissioner Warren Schaber

Members Absent: Commissioner Hal Norgard
Commissioner Diane Ahrens
Commissioner Donald Salverda

Also present: Michele Timmons represented the County Attorney's Office, Terry Schutten, James Van Houdt, Ed Glaubitz, Marit Smaby-Knowlin, Ralph Nelson, Paul Gustafson, Karen Tero, Patrick O'Malley, Hugh Faville, Robert Clarkson, Steve Grochala, Frances Glendenning

1. Minutes - of the November 22, 1988 meeting of the Board.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Schaber.

The Ramsey County Regional Railroad Authority Board approves the minutes of the Board Meeting held on November 22, 1988, as written.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

2. Chairman's Comments

Chairman Finley said that three of the Board members are going to Calgary today. and there may be some more members going in January. He would like to have all members eventually make this trip because of the different systems that will be reviewed on this short whirlwind trip. This should really help us as we should be using the Intergovernmental Committees, so that our Board Members should at least know what we are asking them to look at, and for their input.

Chairman Finley continued, Friday at the Chairmen's Committee Commissioners Mc Carty and Norgard were there, and it was an excellent presentation by Hennepin County, it was a series of pictures and different systems which are very timely to look at, so that you will know what to look at on the trip. It had pictures of the different systems, and pointed out the plusses and minuses, which helped those present raise questions which they may need for their trip. Ms. DeSpiegelaere had asked whether or not we should get those pictures, and he thinks that we should, and have it for our next Board meeting, or if not a private viewing for those people who might be going in January, as it makes a person aware of the differences, why they are different.

Commissioner Hunt was sorry that she could not be present at the meeting, and she would like to know if there was any discussion as to when that decision would be made or who would help participate in making that decision, as Commissioner Ahrens had raised that point at the last meeting, and Commissioner Hunt has a concern as to when this decision would be made. In talking to some Ramsey County Met Council members they are concerned too about the fact that Hennepin County appears to be well ahead of Ramsey County, but she does not feel that we have been lax in moving ahead. In fact, we are trying to make some good decisions on these multi-million dollar decisions. If this decision has to be made shortly, she can see some real problems ahead.

Chairman Finley thinks after the members make this trip they will have a pretty good feel for the differences, and he is not so sure that it is going to be that difficult a decision to make based upon what we see. It either is, or it isn't. The technology is the convenience of one versus another. They all work. One of the things that Ms. DeSpiegelaere had asked about the use of our own Advisory Committees, which we should do in the process, and we are going to have a meeting. Hennepin County is not going to be making a decision without the input of other counties, and they are looking at February or March, but with this Federal Grant, that timetable may be pushed back some.

3. Hennepin County Regional Railroad Authority's Federal Grant Application Updated

Chairman Finley informed the Board that he went to Washington yesterday with Steve Keefe, Vern Genzlinger and Jeff Spartz from Hennepin County, Kathy De Spiegelaere, and they met with the top people from Washington in the Department of Transportation who are considering the Grant Application. They brought in people from the Regional office in Chicago for the meeting, so that everyone could hear what everyone else had to say.

Chairman Finley wished to report, Number one, there is no criticism whatsoever with the speed in which we are proceeding by the Federal Government, or the Regional Office, as far as our planning process. We are not the cause or as any reason for their concerns regarding Hennepin County's grant application. The only role that we would play in any concern is the fact that the Priority

Corridor is a requirement for Federal grants, and the bulk of the regional priority corridor happens to sit in our County. This has nothing to do with the County Board or our speed in which we are proceeding with our Comprehensive Plan and Preliminary Engineering. It is just that the given in the whole scenario is that they have to have the Priority Corridor, the priority section is the only section which will be funded under their discretionary grant regulation.

Number two, Chairman Finley said, is that they want to fund only 24% of the project with the cap being \$100 million for the project, which means \$24 million. That is a lot of money, but to squeeze the Hennepin County Section, which is a relatively short section they are talking about was \$400 million. So, to qualify they are going to have scale their grant application from \$400 million, to \$100 million, and apply for 24% of that. That segment is going to have to be self-supporting, it is going to have maintenance facilities, which is going to be based on ridership, and it is going to have to be a priority, so it makes it quite difficult. This will be Hennepin County's problem. It does not appear that this grant would be provided merely for cars and stations which was the primary use of the funds. It will have to be some, as it has to be part of the system, but the system itself, as they want to be involved in, will be narrowed down substantially. When we left the meeting, he spoke to Vern Genzlinger about setting up a meeting next meeting with their staff, and Ms. DeSpiegelare. Chairman Finley thinks that the whole complexion is not what we thought at the last meeting, it is not the way it was going to be done.

Commissioner Schaber asked for a clarification, as it was his understanding that the Federal Grant was for \$100 million, but it now appears that this is not true. Chairman Finley explained the application was for 24% of \$400 million, the project has to be reduced from \$400 to \$100 million.

Commissioner Schaber asked if Hennepin County is making application for a separate route in Hennepin County as opposed to the one between the two cities.

Chairman Finley responded that the application is for a separate route over in Hennepin County, and that is the reason that they had asked for an extension of the priority corridor from the one between the two cities going up north, and that is the section that they asked for in the grant, the revised grant, but now it has to be scaled down more, and in order to have the priority changed, the priority would have to be changed by the Metropolitan Council because they set the priority.

However, Commissioner Schaber said the priority is still the Midway Corridor, so should we make application for a Federal Grant. Chairman Finley said that we could, we are not going to be prohibited from seeking Federal funds, and this is one question that was made clear. The question is that there are not unlimited funds, and 65 cities already have applications in for these discretionary funds. So, when we are in a position to do it, we may be Number 66. One of the things that would have to be completed in order to qualify for the Federal funds is

an environmental impact statement to meet Federal Standards. Under our plan, our comprehensive plan, we anticipated that as long as we have to do an environmental impact statement, we want it done with those Federal guidelines in mind, so that we don't get into this spot. Hennepin County at this point has not met those Federal EIS guidelines for any section in which they are seeking a grant, so that this will have to be done by them.

Commissioner Schaber asked how Hennepin County could apply if they have not met this criteria. Chairman Finley said that possibly Hennepin County was not aware that they had not met that portion of the environmental impact statement at this time.

Ms. DeSpiegelaere wanted Commissioner Schaber to know that Hennepin County's application is for a non-traditional implementation approach, so there are 65 cities in line who would be doing a design-build approach to Light Rail Transit, where the contracting agency is actually the unit of government that is building the system. Hennepin County, in order to qualify for these funds would use what is called a turnkey approach, where they would have a private consortium doing this, and that is why they qualify for this special type of funding that is outside the usual line of 65 cities, but it is also a select controversial issue too, this type of implementation. Secondly, they made it clear that even if the Priority Corridor for this Federal Grant was a corridor in Hennepin County that there could be other priorities for regional or state funding, and that Ramsey County could apply for a Federal Grant in a traditional manner. But, the outlook for Federal Funds in a traditional manner is rather bleak, they are earmarked, requires a strong Congressional support, and there are all these cities in line, and there are not sufficient funds. The outlook is not very good traditionally for funds for Light Rail Transit on a Federal level.

Commissioner Schaber said that originally there was some push to get this done quickly in January or February, he asked if this has gone by the Board. Chairman Finley thinks it has. Ms. DeSpiegelaere is not certain, the Administrator was not certain if he would be in office beyond Reagan's term, and he did not comment.

Chairman Finley advised the Board that the funding cycle ends in 1991 so this discretionary funds are being applied for.

Commissioner Hunt would like to know what happens if Hennepin County does not get this grant. Chairman Finley does not feel that this grant is the driving force for Hennepin County to proceed, because the grant was really for vehicles, and he does not think they are going to consider granting funds for vehicles.

Commissioner Hunt asked if they do succeed or do not succeed in getting the grant, what are we doing in talking to the other counties about other sources for funds.

Chairman Finley responded, if this was in regard to State Legislation, Hennepin County is packaging possible legislative package from the Met Council, and they will be given to us, but he does not think that we want to be taking the lead on any change of legislation at this point. The Met Council has some things that they want to raise, and Hennepin County should take the lead on the source of funds since they are the ones who have been leading the charge for funding the past, and he does not think we should be taking the lead, so he is not expecting that we will do anything but react pro or con to legislation proposed by Met Council.

Chairman Finley added that the RTB has indicated they are considering some plans which are in the works, and the counties meet regularly.

Commissioner Hunt does not want to end up where we may be in a position where one county may be driving the system without full participation of other counties.

Chairman Finley feels that we are getting participation with other counties, they are just ahead of us as to what they can qualify for, but they want to start construction a little faster than the rest of us, as the rest of us are not at that point yet. We are taking a very thoughtful and conservative approach to it which is one of the approaches which is highly recommended by the Federal Agency.

Commissioner Schaber feels that we all have a concern that out there the public has a perception that Ramsey County is behind and not moving ahead. How can we dispell the fact that we are doing it in a more thoughtful manner than perhaps some other units of government are. The real concern he has is the fact that we need some overall coordination between counties. He is aware that the Chairman is meeting with the other Chairs, but he is getting into a perceptual thing as overall there is not a body looking at this particular mass transit light rail plan for the seven county metro area. The Metropolitan Inter County Association would have been a natural except that Hennepin County is not a member of it. There has to be some place, and the Legislature needs to take a look at this as they created it, so that we are not in a position as we were last week where we were told of the Federal Grant coming in for \$100 million, where we might get into a situation. He is concerned that something take place that would be some overseeing of this total system. He realizes that Chairman Finley has been doing a great job of communicating with this Board and the other people.

Chairman Finley responded that the fact is that the legislation from that standpoint is in place where the Met Council does have to approve all of this. That is why we are reacting, the reaction that we had was because they (Met Council) selected a priority corridor, Hennepin County requested of the Met Council to expand that corridor in order to qualify for the grant. It was not that it was just going from Hennepin County to the Federal Government.

This is how we became involved in it because of our input to the Met Council through our representatives. Secondly, the grant processing had to receive the approval of the RTB. There is the metropolitan agencies who have to approve of these steps as they go along, plus the fact, there is coordination. The problem is that Hennepin County has been getting a lot of publicity, and we have not had the publicity from the standpoint of the work that we as a Board and our staff has done as we have been going along. We have \$22,000 into funding a person in this budget which was approved by the County Board last week, and we all said four or five months ago that someone has to work on the public relations of this as it is not being covered, we make monumental decisions, but it is not getting through to the general public, and he agrees.

Commissioner Schaber feels this is more of a perceptual problem, and also thinks it is a problem with the Legislators. Chairman Finley agreed that these people read the paper, and if there is nothing in the paper, they do not know about it.

Commissioner McCarty agrees that this is an important point, it is a perception problem rather than an actuality in terms of coordination, and as Chairman Finley has very ably pointed out, we haven't had a great deal of good coordination between the various Regional Railroad Authorities in the Twin City area. As important as coordination, is representation, and if we were to move this thing over to another agency, an overall agency, an overall metro agency of smaller numbers, we would seriously dilute that representation that the residents of these counties now have through their County Boards, i.e. the Regional Railroad Authorities. He does not think that there has been anything to his knowledge that has come back for fruition in terms of a break down to the extent where the communication links break down that he would become fearful of the direction of Regional Railroad Authorities right now. We ought to hang on to the involvement of the Regional Railroad Authorities as constituted by our recent law, in view of the fact that at the time that this entire subject was under the control of one given regional agency, it broke down, nothing happened, and the Legislature took the action that they did for some very good reasons. To backtrack on this now, would be a giant step backward.

Chairman Finley said the concern is, if it goes to the Met Council or the RTB for overall planning, it would break his heart, however, we still should have tremendous amount of input as to what those plans are for some reasons, first, we are the elected representatives within this county, and the other within the other counties, and they are appointed to the regional railroad authority boards, and it is very important based upon some of the actions taken by the appointed boards that the elected representatives have essentially a veto point as he thinks that it is very staff driven, part time appointed, and we have to go to the District Councils, Hennepin County spent a tremendous amount of time with the municipalities. We have to have approval of the municipalities as well, they have several municipalities

on their lines, and we only have one to deal with at this point. So, but we have the District Councils, and you can rest assured that there would not be constituency representation or input if a metropolitan agency decided what alignment would be done. There would be none.

Commissioner Hunt suggested one way in which we could protect the interests of the counties through their elected officials, that is by approaching this through a Joint Powers Agreements, then it would still be the elected officials who would be in control at the local level, but there would be a cooperative way of working out details.

Chairman Finley said there is legislation from Hennepin County, he believes. Michele Timmons said she has not seen that, but she was thinking along those same lines, she made a notation about the joint powers arrangement, to set up a joint powers body to achieve this.

Ms. DeSpiegelaere addressed the Board, the staff of Anoka, Hennepin and Ramsey Counties have had several meetings on different topics considering legislation, one proposal is for a Joint Powers provision in the law as right now there is none, Anoka County legal staff has prepared draft language and circulated this to us, so there will be a move at the legislature this year. In addition, they have talked about the issue of funding, and Hennepin County is proposing a modification to the excise tax, they would permit a portion of that that goes through general revenue right now to be diverted to highways and transit, and they are proposing that part of the transit share would be allocated to light rail transit.

Chairman Finley was aware that some of these were in the works, but they are essentially at the staff level at this point, and we should not be dealing with them until they are actually together.

Commissioner McCarty from a personal observance thinks that we ought to give ourselves a better chance and a little more time, until we get a little more information until we get more information at hand to deal with it. The last meeting we had was a good example, speaking for himself, and Commissioner Ahrens was very concerned about the type of car that the first county would purchase and press into service driving the system, and all the while we discussed the high and low platform we were very concerned that they not select one of the others and shut us out in terms of future decisions, and right after the meeting, he found a memo from Ms. DeSpiegelaere which showed a car which served both purposes simultaneously, so you realize that we do not have all the information in, and we are premature to be jumping on who should be controlling what, when we simply do not have all of the facts together yet.

Chairman Finley agreed that it is important that we go out and find out as much as we can so that we are in the position to talk intelligently not only among ourselves, but to our constituencies, as to why we feel one way or another.

Chairman Finley added that this information on the legislation will probably be coming to us at the same meeting.

4. Authorize the Chairman to sign a contract for the Comprehensive LRT Plan with Strgar-Roscoe, Fausch, Inc.

Chairman Finley said this is the contract that we previously approved, and this is within the budget that we approved.

Ms. DeSpiegelaere explained that this contract is the first of two, it is a contract for \$23,000, that is definitely within the budget, it is to develop a detailed work program that will guide the contract that will be for the remainder of the project.

R88-46
Commissioner McCarty moved adoption of the following motion, seconded by Commissioner Hunt.

WHEREAS, Ramsey County Regional Railroad Authority authorized staff to negotiate a contract for a comprehensive light rail transit plan for Ramsey County with Strgar-Roscoe-Fausch, Inc., Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby approves the contract for consultant services with Strgar-Roscoe-Fausch, Inc. for a comprehensive light rail transit plan; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute this contract on behalf of the Regional Railroad Authority.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

Commissioner Schaber asked about the insurance certificates, as it states "pending", and Ms. DeSpiegelaere explained that the workmens comp was the only one that was not included, and this has since been received and approved by the Risk Manager.

5. Authorize staff to prepare and issue an RFP for preliminary engineering; authorize staff to prepare requests for loans as needed, not to exceed total of \$500,000.

Chairman Finley asked if the loan request have to be acted upon now. James Van Houdt said it does not, but to put the County Board on record so that we might come over and ask for a loan. We have to treat you as two separate bodies.

The RFP would be for preliminary engineering, for which we have received a 50% grant, and this would be our match share, part of which was discussed at budget time, according to Chairman Finley.

Ms. DeSpiegelaere said the guidelines previously specify that we could not have started until the Comprehensive Plan was complete, but when the grant came through, they changed it and agreed that we could start it now if we so chose.

Commissioner Schaber moved the following recommendation for adoption, seconded by Commissioner Hunt.

WHEREAS, Ramsey County Regional Railroad Authority, by resolution on August 16, 1988, authorized submission of a grant application to the Minnesota Department of Transportation for light rail transit work, including preliminary engineering and an environmental impact statement, and affirmed its commitment to fund 50% of the cost of that work; and

WHEREAS, The Minnesota Department of Transportation has indicated that \$879,000 has been awarded, effective immediately, for that work; and

WHEREAS, Ramsey County Regional Railroad Authority, by resolution on November 22, 1988 agreed to fund the local match for the work to be undertaken with state grant funds; Now, Therefore, Be It

R88-47
RESOLVED, That Ramsey County Regional Railroad Authority authorizes staff to prepare and issue a request for proposal for preliminary engineering and an environmental impact statement for the Midway Corridor; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes staff to prepare requests for loans, if needed, from Ramsey County in 1989, not to exceed a total amount of \$500,00.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

6. Systems Characteristics and Standards for Light Rail Transit

Chairman Finley said this is what they got into the other day, this is the brochure, and he asked that Commissioners Hunt and McCarty, and himself, take this brochure with you on the trip to Calgary as it deals with the systems and standards that we will be looking at on our trip to Calgary. This was distributed the other day at a meeting which he attended, it would be very helpful to read through it so you have an understanding of the different kinds and how they work, it does not really tell you too much who the supporters are, but you have the handicapped and elderly, and there are pros and cons on each of the system. Whether or not, should be ask the staff to put together the pros and cons as they view it for this Board's review, if you would like that to be done, maybe they could work with the consultant on this. The Board was in agreement on this. This will be good information to bring back to this Board.

7. NON AGENDA - Appointment of Ron Vannelli to fill a vacancy on the Citizens Advisory Committee.

Chairman Finley said he did not put on the agenda the appointment to replace the representative in his district for Igy Theisen who has resigned, and Ron Vannelli has asked to serve on this Committee.

Commissioner Schaber moved the adoption of the following motion, seconded by Commissioner Hunt.

WHEREAS, The Ramsey County Regional Railroad Authority has authorized a Citizens Advisory Committee, comprised of fourteen members, two from each Commissioner's district, to assist in review and recommendations of Regional Railroad Authority proposals through the completion of a Comprehensive LRT Plan for Ramsey County; and

R88-48

WHEREAS, There is a vacancy in Commissioner John Finley's district on the Citizens' Advisory Committee; Now, Therefore, Be It

RESOLVED, That Ron Vannelli is appointed to the Citizen Advisory Committee of the Ramsey County Regional Railroad Authority.

Roll Call: Ayes - 4, Nays - 0
Motion adopted.

There being no further matter to come before this Board, Chairman Finley declared the meeting adjourned.



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, December 13, 1988

**** 10:00 A.M. OR Immediately Following the County Board ****

Large Conference Room -- 316

- 1.* Minutes of the November 22, 1988 Board Meeting.
2. Chairman's Comments
3. Hennepin County Regional Railroad Authority's Federal Grant Application Update
- 4.* Authorize the Chairman to sign a contract for the Comprehensive LRT Plan with Strgar-Roscoe, Fausch, Inc.
- 5.* Authorize staff to prepare and issue an RFP for preliminary engineering; authorize staff to prepare requests for loans as needed, not to exceed total of \$500,000.
6. Systems Characteristics and Standards for Light Rail Transit

* Action is required on these items.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

November 22, 1988

The meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, November 22, 1988, at 11:25 A.M. in the Large Conference Room of 316, Court House. Chairman Finley called the meeting to order.

MEMBERS PRESENT: Chairman John Finley
 Commissioner Hal Norgard
 Commissioner Ruby Hunt
 Commissioner Diane Ahrens
 Commissioner Duane McCarty
 Commissioner Donald Salverda (entered during Item 5)

 Commissioner Warren Schaber (entered during Item 6)

Also Present: Michele Timmons represented the County Attorney's
 Office, Ed Glaubitz, James Van Houdt, Patrick
 O'Malley, Hugh Faville, Robert Clarkson, Byron
 Olson, Paul Gustafson, Donna Allan, Jill Goski,
 Jim Tolaas, Ferrol Robinson, Peter A. Fausch,
 Charleen Zimmer, Frances Glendenning, Kathryn
 DeSpiegelaere

1. Minutes - of the October 25, 1988 Board Meeting.

Commissioner Norgard moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority approves the minutes of the regular Board Meeting of the Ramsey County Regional Railroad Authority held on October 25, 1988, as written.

Roll Call: Ayes - 4. Nays - 0
Motion adopted.

2. Chairman's Comments - Chairman Finley suggested the Board move ahead and he would not give the his comments until more members were present.

3. Accept the \$1,181,000 grant award for light rail transit work from the Minnesota Department of Transportation, and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the contract accepting the grant award.

Chairman Finley said we received the \$1.1 million from the State, and the motion is to accept this. He hoped the Board members had an opportunity to read the letters from Len Levine, one was a formal letter, and then he sent a more personal one on November 14th.

Chairman Finley pointed out that in the second paragraph of Mr. Levine's letter he said his staff was very impressed with our staff in the preparation and information and manner in which our staff proceeded through this process. Chairman Finley commended Kathy, Jim and Jill on a job well done for such a short time frame, and it was really nice to see that Mn/DOT recognized this.

Phase I and the Comprehensive Plan EIF portion funded 50% by the State. We may down the road have problems with our 50%, and he asked Kathy DeSpiegelaere and James Tolaas to get together to do an RFP for preliminary engineering.

Kathy DeSpiegelaere advised the Committee that they have had meetings on this, there would have to be an RFP, and there would be need for consideration of more staff, they do not think they may be able to do it with present staff.

Commissioner Norgard moved the following recommendation, seconded by Commissioner Hunt.

The Ramsey County Regional Railroad Authority adopts the following resolution:

WHEREAS, Ramsey County Regional Railroad Authority by resolution on August 16, 1988 authorized submission of a grant application to the Minnesota Department of Transportation for light rail transit work and affirmed its commitment to fund fifty percent of the cost of that work, and

WHEREAS, The Minnesota Department of Transportation has indicated that Ramsey County Regional Railroad Authority has been awarded \$1,181,000 for light rail transit work which requires matching funds of \$1,181,000; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority accepts the light rail transit grant award of \$1,181,000; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority agrees to fund the local match for the entire \$1,181,000 grant from the 1989 budget or the 1990 tax levy, and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the Chairman of the Regional Railroad Authority to sign a contract accepting the grant award.

Roll Call: Ayes - 5, Nays - 0
Motion adopted.

4. Implications of Initiating Preliminary Engineering Concurrently with Comprehensive Light Rail Transit Plan. (Information only)

Chairman Finley said he may have jumped the gun on this, as the memo from K. DeSpiegelaere regarding the guidelines as they were when we approved the budget are different than the exception to the guidelines by Mn/DOT, as a result we may need some more funds.

Ms. DeSpiegelaere explained that our plan would be to come back with proposals as to specifically what we might need to do .

5. Authorize staff to negotiate a contract for a comprehensive light rail transit plan with Strgar-Rosecoe-Fausch, Inc. and Kaiser Engineers.

Chairman Finley said we have here with us the principals of the of the project, Peter Fausch, Ferroll Robinson, and Charlene Zimmer. He welcomed them on behalf the the Board.

Chairman Finley said the staff interviewed five firms, and they have talked to each of the board members regarding their recommended choice, which is Strgar-Roscoe-Fausch Inc., and this would be the authorization to negotiate an actual contract based on the RFP and their response to the RFP.

Commissioner Salverda entered the meeting at this time.

Mr. Fausch addressed the Committee, he expressed appreciation from Strgar-Roscoe-Fausch for being selected to work with the project, they are very comfortable with the assignment, the work program, the schedule and they are looking forward to working with the Authority and staff, and getting this job done, they have put together a team, and Ferroll Robinson will be the project manager, responsible for the day to day activities of the project. Charlene Zimmer will be responsible for the environmental studies and the citizens participation. Kaiser Engineers have committed three of their top staff people as we need them for the technical parts of the LRT, so they feel they have an excellent team.

Chairman Finley wished to mention one very important thing, which has come up during our previous studies, that they make sure when you are talking about alignments that you very much involve the principals owning that alignment. whether it be Mn/DOT when you are talking about highways, and the principals at the railroads so that they have the information up front, and do not make assumptions that they may know what you are doing. It is going to be very important that they have initial input at the front end. It has been made clear that these people do not know what we are doing. If you do this, it will make your job much easier if you pinpoint the people so we do not do anything in a vacuum.

Commissioner Hunt moved the following recommendation, seconded by Commissioner Norgard.

The Ramsey County Regional Railroad Authority moves adoption of the following resolution:

WHEREAS, Ramsey County Regional Railroad Authority Commissioners have authorized a request for proposals for consultant services for a comprehensive light rail transit plan for Ramsey County; and

WHEREAS, A committee of seven has reviewed the proposals, listened to presentations from each of the five teams of firms which submitted proposals and made a recommendation that the firm to be offered a contract be Strgar-Roscoe-Fausch, Inc. with Kaiser Engineers; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority staff is authorized to negotiate a contract wiht Strgar-Roscoe-Fausch, Inc. with Kaiser Engineers for a comprehensive light rail transit plan for Ramsey County.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

6. Hennepin County's Federal Grant Applications (Information only)

Chairman Finley summarized what has happened, evidently Jeff Spartz, Chairman of the Hennepin County RRA, had had some dealings with the Feds regarding possible grants, because their comprehensive plan is complete, they were eligible under some Federal criteria to make application, which they proceed to do for \$100 million for station placement costs, vehicles, monies for planning, etc. Then it turned out the Met Council must approve all Federal grants so it was going to the Systems Committee, and we never had an opportunity to look at the grant. Initially, we are opposing it because in conjunction with the grant one of the things that had to be done was that it had to be the high priority in the metropolitan area, so they were asking for

an expansion of the Midway Corridor to go to Hennepin County, so then they would have a priority corridor. Initially he was opposed to it, until he found out that these funds, he got a commitment from Hennepin County, that if the funds were given or approved by the Feds, that the proceeds could be used on a regional wide basis, certain cars would be used by other counties, and it was really a regional request, but we could not join in it as we did not have our comprehensive plan completed. Based upon those assurances, after the Systems Committee had written a letter saying that they could support it, that Ramsey County should be a part of the planning and proceeds, as our priority the Midway Corridor is the Number One priority and it should not be left in second place at this time.

Chairman Finley said Mayor Latimer and he had talked about it as the Mayor, too, had concerns and originally sent the letter that he was originally opposed to it. After their discussion, and the Mayor reviewed the Chairman's letter, the Mayor wrote a letter to him with a copy to the Met Council, which said they could support it, providing we do not lose sight of the fact that Midway Corridor is the priority, and that is where it should be.

Ms. DeSpiegelaere said that she had spoken this morning with Hennepin County, and they are still working on it, they had anticipated mailing it last week, but now they are looking at early next week. There is a meeting of the Systems Committee of Met Council to talk about this application this morning.

Chairman Finley continued, the other part of it was that we felt that we should really show that we are cooperating as well, as they felt by just opposing it was not a very good idea either. Our Metropolitan Council members are very attuned to our position on these things, and he thinks they are doing an excellent job in helping us track it, and hold the reins down on the staff.

Commissioner Ahrens asked with respect to Hennepin County does the Met Council have control to see that those intentions so that when the time comes we will be included, or do we need something from Hennepin County that is just not conversation.

Kathy DeSpiegelaere said the bottom line is that Hennepin County does control it, and the Met Council has some authority, but it would be best to have Hennepin County acknowledge this in their grant application, and Commissioner McCarty made some statements to this effect too, at a meeting of the Transportation Advisory Board. We are working with Hennepin County Staff to make sure that our interests are met, and at this point they have indicated that the grant will reference Ramsey County. In addition Commissioner Finley is meeting next week with Commissioner Spartz and that will be one of the subjects to be discussed.

Commissioner Ahrens feels that if we are in a position now where they really need us, it would be a good idea to have a resolution.

Commissioner McCarty discussed a motion at the Transportation Board Meeting that Hennepin County RRA discuss with other regional railroad authorities and regional agencies how to insure that federal resources would be according to regional priorities. This was amended on his motion to strike discuss, and insert seek agreement, he tried to develop an agreement, but there was concern about this wording. They compromised on "seek agreement".

Commissioner Schaber entered the meeting at this time.

Chairman Finley discussed his letter to Hennepin County that all grant applications include the area of the Midway Corridor within Ramsey County, and the funds provided be shared fairly pursuant to subsequent agreements.

Chairman Finley said he will be meeting with them further, and hopefully we can get it tied down formally. The expansion of that corridor is not a very comforting position for us to be in. For grant purposes it can be expanded, but the priority is still Midway Corridor.

7. Northeast Burlington Northern Corridor Update.

Kathy DeSpiegelaere said that Congressman Vento has requested technical assistance from the National Park Service for this corridor, and the Metropolitan Parks and Open Space Commission has approved some findings, and the public hearing is to be in January. The findings are listed in the memo to do with the suitability for park use, and the accommodating LRT use in the corridor.

Commissioner McCarty discussed material that went through the Metropolitan Parks and Open Space on this corridor. In that they are suggesting that they may be heading more toward a recreational future without a great deal of consideration for LRT. Chairman Finley mentioned that the RRA had adopted a resolution, as well as the County Board, regarding this acquisition for park trail.

Ms. DeSpiegelaere said they do have a copy of the resolution in fact it was in their documentation, and if it is purchased with Open Space funds, there are certain restrictions that would apply such as this one that no alternative exists for LRT location, and what they are saying is that is part given with the Parks and Open Space Acquisition Funds. When the hearing is date is set, she will come back to the Board with a position for the Board to present at that hearing in January about our concerns.

8. Review of November 21 Soo Line High Rail Vehicle Trip.

Chairman Finley withheld his Chairman's comments until this time as he would have Commissioner Norgard let the Board know what happened when they went to Chicago on Friday, and went through the whole Burlington Northern System, including the yards, maintenance shops, everything. He would like Commissioner Norgard's comments, so he can give you his reaction not only to BN, but also his ideas of what went on. He would also like comments on the Soo Line trip yesterday.

Commissioner Norgard addressed the Committee, the top people met us at Midway Airport, and kept us going all the time. We were on the line the whole time, they were very nice to deal with.

They went to Aurora yards, and then into Chicago, which is approximately 35 miles, which they could make in 33 minutes, handling 42,000 people per day, the stations are four miles apart, this is about a minute a mile, those cars hold about 157 people, sometimes they had three cars up until nine. They had an opportunity ride both ways. They have three tracks which maneuver freight, all of their switching, plus the transportation for passengers, they use this equipment. The equipment was old, in fact there was an engine that he worked on at Mississippi Street, this hits 70 miles per hour, it is all electric, one person controls everything with the freight, switching, and everything on those three tracks.

The key question is why, what do these people do, they are building a new station, they contract for this, all they do is put the equipment up there, and the Illinois Transportation does everything else, there is absolutely nothing in an area and they are building a new station, with 2000 parking spots on one side of the track, and 800 parking spots on the other side. They say where the station is the people come.

BN people were so congenial and so nice, he thinks they have something to offer, when we start talking about light rail, this heavy rail as you know, they really move the people. In this area they could move us from downtown St. Paul to Minneapolis, making a couple of stops, within 8 to 9 minutes. In this area there must be 50 to 60 roads that are level with the tracks, the crossing alarms go up and down.

We have a much better setup here, but we do not have the people to handle like they do, but we could take their right of way and operate very efficiently and contract with those people and do a good job. They are willing to talk. BN asked if anyone would like to come down to visit them they are welcome.

These people can move them, they are clean, a very efficient operation, and a real operation, he was very impressed.

Commissioner Norgard added that BN does not own anything, they contract with the Illinois Transportation Department, these stations are built with the taxpayers money. Some of their stations are very unique, to fit into the locale.

Chairman Finley said they found that the development and redevelopment really took place along the line, these are very nicely done by private development. When we talked about our specific alignment, they are very willing to sit down, so the rumors that they do not want to have anything to do with light rail or work with us were very much the reverse. Wayne Hatton spent the whole day with them, and he is still in charge in this area.

Chairman Finley asked Commissioners McCarty and Salverda to give a brief summary of the trip they took with Soo Line yesterday. He pointed out the routes which were taken on the map.

Commissioner Salverda said it was a very enjoyable trip, but it was very impressive, interesting the Soo Line people are very interested in talking with the RR Authority. As you look at the total metro area and the linkages, we should certainly consider what they have to offer.

Commissioner McCarty said when you come into the city on the interstate and it takes so long to get here, perhaps the handwriting may be on the wall, he does not know if we can expand our interstate system or state highway system that will meet the demand. He does think that LRT is in the future, and it is imperative that we preserve these corridors for future use for LRT regardless of cost. The Feds and state will have to become involved in the cost. We ought to preserve this option right now. It also opened up some new vistas in terms of cooperation with the railroads, he is much more optimistic on getting the job done.

Chairman Finley was impressed as to how willing they are to cooperate. They are not talking about absolute purchase necessarily, but they are willing to work with us, might have to put in some switching so that we may go from one side of the track to the other. They do have some obligations, but it does not mean that they cannot accommodate both in the same corridor. It is appropriate that we are bringing on the consultants for the comprehensive plan at a time when they are here today, as we are getting at our level very good vibes from the railroad hierarchy that they are willing to work with us.

Chairman Finley discussed the proposed trips for the Board members which have been tentatively scheduled for each of the next three months, as it would be impossible for all members to go at one time. This would cover the Calgary, Sacramento, Portland areas.

Ms. DeSpiegelaere has touched base with all these cities, to see if the people can meet with us, so that we can look at those.

Chairman Finley feels that a hands on approach for all members will enable us to see as much as we can to get a better feel for the pluses and minuses, such as crossings, as he found out on the Chicago trip that you have to accommodate the joint usage of the right of way, this would be very difficult, even in our corridor, it is going to something that you are going to have enough room for tracks to do it.

There being no further matters to come before the Board, Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>Chairman Finley</u> Originating Department <u>John T. Finley/s/</u> <u>12/8/88</u> Authorized Signature Date	Board Action Requested CHAIRMAN'S COMMENTS
Request Justification	

<u>Budgeting and Accounting</u> <u>County Attorney</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	Date / Time Received By

 Comments / Recommendation

Documentation certified complete for:

 Committee / Meeting Date

 Committee / Meeting Date
 December 13, 1988

 Board Date

 Signature

JL Glendenning Signature

 Signature

 Date

 Date
 12/8/88

 Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>Public Works</u> Originating Department <u>Kathryn Despiegelaere</u> <u>12/15/88</u> Authorized Signature Date	Board Action Requested Hennepin County Regional Railroad Authority's Federal Grant Application INFORMATION ONLY
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Request Justification

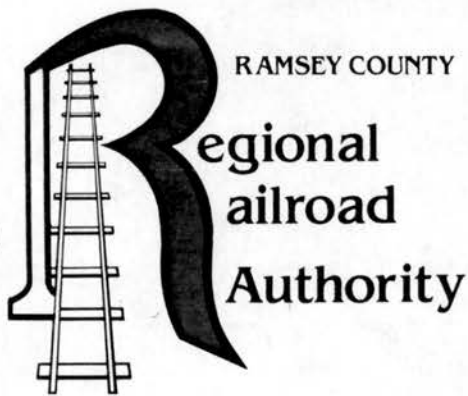
See attached memorandum from K. DeSpiegelaere dated December 5, 1988

<u>Reviewed by</u> Budgeting and Accounting <u>Ed Blauwitz</u> <u>12/8/88</u> County Attorney <u>Michael L. Timmer</u> <u>12/8/88</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time _____ Received By _____
--	--

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
December 13, 1988	<u>J L Blendenburg</u>	12/8/88
Board Date	Signature	Date



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Hennepin County Regional Railroad Authority's Federal Grant
Application--An Update

DATE: December 5, 1988

At the November 22nd Regional Railroad Authority meeting, you received information on Hennepin County Regional Railroad Authority's federal grant application.

As outlined previously, the application is to the Urban Mass Transportation Administration for federal funds for planning light rail transit (\$2.4 million) and for light rail transit vehicles and maintenance facilities (\$100 million).

The application is contingent upon using a turnkey or superturnkey implementation approach. These options allow a consortium of private firms to design the light rail transit system for an established price and operate it for a specified amount of time. The superturnkey approach adds development issues to the package. No existing light rail transit system has been constructed with a turnkey or superturnkey method of implementation.

The application requires a 70 to 80 percent match for the federal funds. Where the local match would come from has not been determined. The grant application is believed to require rapid action before the current administrator of the federal organization leaves his position.

Concern has been expressed by Chairman John Finley and others that Ramsey County not be excluded from the grant application and from the potential benefits to be received. Letters from Chairman Finley and Mayor Latimer were presented to you at your last meeting.

HCRRA Federal Grant Application
December 5, 1988
Page 2

Recent developments have included the approval of the Metropolitan Council of the grant application by Hennepin County Regional Railroad Authority with the provision that "approval is dependent upon Hennepin County Regional Railroad Authority working with regional agencies and other regional railroad authorities on an agreement to assure equitable distribution of resources purchased with federal funding throughout the regionally designated priority corridor." The regionally designated priority corridor includes the Midway Corridor, partly in Ramsey County.

Further action by the Metropolitan Council "requests Hennepin County Regional Railroad Authority to report on the progress of the equitable distribution agreement to the Metropolitan Council's LRT Advisory Committee no later than March 30, 1989."

Chairman Finley and others are scheduled to meet with Urban Mass Transportation Administration officials on December 12.

Recommendation:

For your information.

KD/clm

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Public Works	Board Action Requested
Originating Department	Authorize the Chairman to sign a contract for the Comprehensive LRT Plan with Strgar-Roscoe, Fausch, Inc.
<u>K. DeSpiegelaere</u>	
Authorized Signature	**Action is required
<u>12/5/88</u>	
Date	

Request Justification

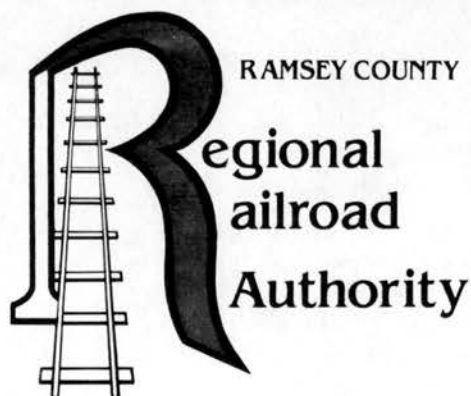
- See attached:
- 1) Memorandum from K. DeSpiegelaere dated December 1, 1988
 - 2) Proposed resolution
 - 3) Contract
 - 4) Insurance papers

<u>Funds in 1988-1989 Budget & Grant</u>	
Budgeting and Accounting	<u>Ed Blauitz</u> 12/8/88
County Attorney	<u>Michelle L. Thomas</u> 12/8/88
Risk Manager	<u>James G. Kaplan</u> 12-8-88 <i>pending receipt of work comp.</i>
Data Processing	
Previous Action taken on Request	
Date / Time	
Received By	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
December 13, 1988	<u>J L Glendenning</u>	12/8/88
Board Date	Signature	Date



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

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Ruby Hunt

District 5

Duane W. McCarty

District 6

Hal Morgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Contract for Comprehensive LRT Plan

DATE: December 1, 1988

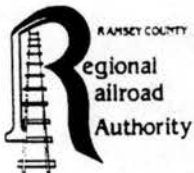
At your meeting on November 22, you authorized staff to negotiate a contract with Strgar-Roscoe-Fausch, Inc. for a comprehensive LRT plan for Ramsey County. At the suggestion of Strgar-Roscoe-Fausch, Inc. it was decided to have two contracts. The first contract for \$23,000 is for work to refine and establish the work program and lay the foundation for the second contract, pertaining to the actual conduct of the study. The first contract has been reviewed by the County Attorney, Project Director for the Regional Railroad Authority, Risk Manager and Budgeting and Accounting office. A second contract will be submitted to you in January.

A copy of the contract and insurance papers are attached.

Recommendation:

Authorization for the Chairman of the Ramsey County Regional Railroad Authority to sign the contract is requested.

KD/clm
Attachments



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority authorized staff to negotiate a contract for a comprehensive light rail transit plan for Ramsey County with Strgar-Roscoe-Fausch, Inc.; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority hereby approves the contract for consultant services with Strgar-Roscoe-Fausch, Inc. for a comprehensive light rail transit plan; and Be It Further

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to execute this contract on behalf of the Regional Railroad Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

13

AGREEMENT FOR CONSULTANT SERVICES BETWEEN
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

AND

STRGAR-ROSCOE-FAUSCH, INC.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY AGREEMENT NO. RCRRA-88-001

THIS AGREEMENT, made as of the 13th day of December in the year Nineteen Hundred and Eighty-eight by and between the RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, a body politic and corporate under the laws of the State of Minnesota, hereinafter referred to as the RCRRA, and Strgar-Roscoe-Fausch, Incorporated, having its place of business at Suite 150, One Carlson Parkway North, Minneapolis, Minnesota 55447, hereinafter referred to as the "Consultant."

WITNESSETH:

WHEREAS, the RCRRA desires professional CONSULTANT services for the preparation of a Comprehensive Light Rail Transit Plan, the planning tasks and services, and scope and detail thereof, described herein and in attached Exhibit A; and

WHEREAS, the RCRRA desires to contract CONSULTANT services initially for only those services identified within Task 1 of said Exhibit A, and as provided for herein, for the purpose of expansion and refinement of Tasks 2 through 8 of said Exhibit A; and

WHEREAS, the results of services performed by and technical reports completed by the CONSULTANT will provide a basis for negotiation of a professional services agreement between the RCRRA and the CONSULTANT for the purpose of completing Tasks 2 through 8 of said Exhibit A;

NOW, THEREFORE, the RCRRA and the CONSULTANT, for the consideration hereinafter set forth, agree as follows:

SECTION I - BASIC SERVICES OF THE CONSULTANT

A. GENERAL

1. The CONSULTANT agrees to perform professional services in connection with Project as hereinafter stated.
2. The CONSULTANT shall serve as the RCRRA's professional representative in the Consulting phase(s) of the Project to which this Agreement applies, and shall give consultation and professional advice to the RCRRA during the performance of his services.

B. PROJECT TASK

The CONSULTANT shall furnish services to complete the requirements as set forth in Task 1 of attached Exhibit A and hereinafter stated.

1. The purpose of this task is to define a detailed work plan and to provide a basis for negotiation of a professional services agreement for the completion of a Comprehensive Light Rail Transit Plan for Ramsey County. The scope of this task, previously referred to as "Task 1 - Project Initiation Activities" in the Request for Proposal documentation developed for this project (Exhibit A), is as follows:
 - a. Project initiation activities will include frequent meetings between the CONSULTANT(S) and RCRRA staff to refine, expand and detail the work program, and to establish progress and accounting procedures. Early coordination efforts represent a critical step in comprehensive plan development, laying the groundwork for CONSULTANT and RCRRA staff activities over the 11-month project period identified for completion of the Comprehensive Light Rail Transit Plan. It is intended that this work result in clear documentation of specific procedures, techniques and methodologies for performance of tasks 2 through 8 of Exhibit A, along with appropriate milestone checks within the overall project time frame, and specific cost figures broken out by task and subtask as warranted.
 - b. The second element of the project initiation task is a review of existing information and reports related to the comprehensive LRT plan. The information is extensive and should be considered carefully in refinement of tasks 2 through 8 of Exhibit A. The CONSULTANT will review available information and assess its relevance to current conditions and RCRRA's goals. Areas of conflict and agreement should be identified as well as information gaps.

The reports to be assessed include:

Goals for Light Rail Transit in Ramsey County; Ramsey County Comprehensive Plan-Transportation Section; Transportation sections of comprehensive plans of cities in Ramsey County; Metropolitan Council Transportation Development Guide/Policy Plan; Long-Range Transit Analysis: A Study of Potential Transit Capital Investments in Twin Cities Corridors; University Avenue/Southwest Corridor Alternatives Analysis/Draft Environmental Impact Statement; LRT Feasibility Study; Ramsey County Regional Railroad Authority and Regional Transit Board Light Rail Transit Planning Analysis for the Midway Corridor; Mn/DOT District 9 20-Year Plan; Northeast Area Transportation Study; Regional Transit Board's Transit Service Needs Assessment; Comprehensive

LRT System Plan for Hennepin County; Anoka County LRT
Scoping Study.

- c. In performance of services specified in this agreement, the CONSULTANT shall give recognition to the requirements of applicable laws, regulations, and guidelines with respect to LRT location, design, environmental impact, funding, and other planning considerations. Applicable laws, regulations, and guidelines shall include but not be limited to:
1. United States Department of Transportation, Urban Mass Transportation Administration Manuals, guidelines, and standards.
 2. National Environmental Policy Act of 1969 - Public Law 91-190.
 3. Section 4(f) of Public Law 89-670.
 4. Section 6(f) of Public Law 88-578.
 5. Minnesota Statutes, Section 116D.01 et.seq. (Environmental Policy Act of 1973).
 6. Presidential Executive Order No. 11988(Flood Plain Management).
 7. Presidential Executive Order No. 11990(Wetlands).
 8. Minnesota Statutes, Section 116G.04(Critical Areas Act of 1973).
 9. Section 106 of Public Law 89-185(National Historic Preservation Act).
2. A technical report will be completed within one and one half months of contract award. The report shall include but not be limited to the following:
- a. Documentation of initial coordination, review, and work program refinement.
 - b. Findings and recommendations for subsequent Comprehensive Plan activities.
 - c. Revised work plan addressing the overall work identified in tasks 2 through 8 in Exhibit A.
 - d. Procedures, technologies, and methodologies for completion of all task elements.
 - e. Revised time table consistent with the revised work plan, subject to the respective 6 month and 11 month deadlines for Draft Final Comprehensive LRT Plan completions as set forth in Exhibit A. The timetable shall identify appropriate milestones within each task to measure CONSULTANT progress and schedule compliance.

f. Detailed, itemized cost estimates for identified task elements supporting:

1. Firm not to exceed cost figures for professional services.
2. Estimated not to exceed cost figures for each work plan task.
3. Firm not to exceed total project cost figure, including professional fees and estimated out of pocket expenses.

The principal in charge shall actively participate, in performance of services under this section, a minimum of 25 hours.

The results of this technical report will provide the basis for negotiation of a professional services agreement which will complete the revised work plan, through finalization of a Comprehensive Light Railroad Transit Plan for Ramsey County.

SECTION II - ADDITIONAL SERVICES OF THE CONSULTANT

A. GENERAL

If authorized in writing by the RCRRA, the CONSULTANT shall furnish additional services of the following type:

1. Preparation of applications and supporting documents for government grants, loans or advances in connection with the project. Review and evaluation of the effect on the planning requirements of the project of any statements or documents prepared by others.
2. Additional services due to significant changes in general scope of the Comprehensive Light Rail Transit Plan, as identified in Tasks 2 through 8 of attached Exhibit A, including, but not limited to, change of size, and complexity of character.
3. Preparing supporting data and other services in connection with change orders if the change is due to causes beyond the control of the CONSULTANT and is inconsistent with the original planning intent.
4. Providing services after issuance to the RCRRA of the final certificate of payment, except for clarification of information, findings, or recommendations provided in the technical report resulting from execution of this agreement.
5. Providing services of professional consultants for other than the normal consulting services for the project, not otherwise provided for in this agreement.
6. Serving as an expert witness for the RCRRA in any litigation or other proceedings involved in the project.

7. Services directly supportive of RCRRRA's coordination of Community Participation as identified in Task 8 of attached Exhibit A.
8. Additional services in connection with the project not otherwise provided for in this agreement.

Any payment for these additional services shall be made in accordance with Section V-B.

SECTION III - THE RCRRRA'S RESPONSIBILITY

A. THE RCRRRA SHALL:

1. Provide information in a timely manner as to its requirements for the project.
2. Assist the CONSULTANT by placing at his disposal available information pertinent to the project. This information shall include but not be limited to technical reports, existing transit/traffic/planning studies and reports, aerial photographs, base maps, layouts, and profiles which RCRRRA may have in their possession or immediate access to. All data and documentation thereof shall remain the property of RCRRRA and shall be returned to RCRRRA when so requested.
3. Make best efforts to provide access to and make all provisions for the CONSULTANT to enter upon public and private lands as required for the CONSULTANT to perform his work under this agreement.
4. Give prompt written notice to the CONSULTANT whenever the RCRRRA observes or otherwise becomes aware of any defect in the project.
5. Bear all costs incidental to compliance with the requirements of this Section III.
6. Arrange for publication in local newspapers for all required public notices and hearings, and be responsible for all publication fees.
7. Coordinate Community Participation as identified in Task 8 of attached Exhibit A, except as provided for under Section II-A-7, and bear the costs and responsibilities thereof.
8. Pay the cost of public agency review fees, if applicable.

SECTION IV - PERIOD OF SERVICES

A. PROJECT TASK - PROJECT INITIATION ACTIVITIES

Upon written authorization to proceed from the RCRRA, the CONSULTANT shall proceed with the performance of the services called for in the in this agreement.

The CONSULTANT shall deliver the completed technical report and related materials and all authorized work on the project within one and one half months of contract award, or as extended in accordance with agreement provisions.

B. GENERAL

Unless sooner terminated as provided in Section VI, this agreement shall remain in force:

1. For a period which may reasonably be required for the completion of all requirements set forth in this agreement, including extra work and any required extension thereto.

SECTION V - PAYMENTS TO THE CONSULTANT

A. PAYMENTS FOR THE BASIC SERVICES OF THE CONSULTANT UNDER SECTION I.

The CONSULTANT shall be compensated for completion of studies, evaluations, technical and graphics information, and the final technical report as described in Section I on the basis of established hourly billing rates set forth in Exhibit B, subject to an estimated not to exceed cost of \$17,000.

Reimbursable (direct) costs incurred in the performance of services described in Section I shall be paid in accordance with provisions of Section V-C, subject to an estimated not to exceed cost of \$6,000.

The CONSULTANT shall be paid monthly, upon receipt of invoice and supporting documentation (Section V-D) by the RCRRA. The CONSULTANT shall prepare an estimate of work completed through the date of invoice. Payment shall not exceed the value of demonstrably accomplished work through the date of invoice.

Total payments to the CONSULTANT for professional services and reimbursable (direct) costs under Section I shall not exceed \$23,000, except as provided for by supplemental agreement to the contract.

B. PAYMENTS FOR SERVICES OF THE CONSULTANT UNDER SECTION II

Compensation for performances of professional services identified in Section II shall be made in accordance with established hourly billing rates set forth in Exhibit B and direct costs, subject to

written approval of such services or expenditures by the RCRRA, prior to the performance of them. Total payments to the CONSULTANT for work described in Section II shall not exceed figures authorized by the RCRRA through the date of invoice.

C. REIMBURSABLE EXPENSES

The following reimbursable (direct) expenses representing actual expenditures made by the CONSULTANT, his employees, or his professional consultants specifically for the project are not included in Basic Services and shall be paid for as direct expenses subject to the provisions of this agreement and approval of the RCRRA:

1. The actual costs incurred by the CONSULTANT in retaining the services of subconsultants for disciplines which are not available within the CONSULTANT'S firm and are necessary to accomplish the work required by the agreement.
2. Transportation expense, including mileage at the rate of \$0.26 per mile, equal in amount to employee reimbursement up to the current rate allowable under the Minnesota Travel Regulations (1988), for services provided in connection with Sections I and II.
3. Fees paid, in the name of the RCRRA, for seeking approval of authorities having jurisdiction over the project.
4. Graphics, printing, special mailings, aerial photographs, presentation, and reproduction expenses when requested by the RCRRA.
5. Other special travel and expenses connected therewith required in connection with the project and authorized by the RCRRA.

D. INVOICE DOCUMENTATION

1. Professional services fees shall be documented with a payroll cost breakdown including the name of employee, his classification, current hourly billing rate, hours worked, and total cost for each period.
2. Claimed expenses shall be supported with necessary documentation to show that such costs are allocable to the project and reasonable in amount. All major expenses, those in excess of \$1,000 per occurrence, shall be approved by the RCRRA prior to their being incurred.
3. Overtime premium pay for work or services performed by the CONSULTANT or his subconsultants will not be authorized. Hours worked in excess of regularly scheduled work days or on holidays will be reimbursed at the regular hourly rates.

E. GENERAL

1. The hourly rate for personnel, as the basis for payment under this section shall mean the cost of salaries and wages paid to principals and employees engaged directly on the project including, but not limited to, planners engineers, surveyors, technicians, drafters, specifications writers, estimators, stenographers and clerks, including the cost of fringe benefits including, but not limited to, Social Security contributions, unemployment, excise and payroll taxes; Worker's Compensation, health and retirement benefits, incentive compensation, sick leave, vacation and holiday pay applicable thereto, and professional fee.
2. All payments to the CONSULTANT shall be subject to a 10% retainage pending final acceptance of the technical report, identified in Section I-B(2), by the RCRRA.
3. If this agreement is terminated upon completion of any element of the CONSULTANT'S services, the monthly progress payments shall be made in accordance with this section. If the CONSULTANT'S services are terminated during an element of the work, the CONSULTANT shall be paid for services performed through the date of termination. Payment for partial completion shall be based on hourly rates as set forth in exhibit B, plus reimbursable expenses as described in Section V-C.

SECTION VI - GENERAL CONSIDERATIONS

A. SERVICES

Services performed by the CONSULTANT under this contract shall be performed in a diligent and competent manner and their performance shall be subject to review and inspection by the RCRRA and the Minnesota Department of Transportation through their designated agents at all reasonable times.

B. REUSE OF DOCUMENTS

All documents, including original drawings and specifications, prepared by CONSULTANT pursuant to this agreement are instruments of service in respect to the project. They are not intended or represented to be suitable for reuse by RCRRA or others on extensions of the project or on any other project. Any reuse without written verification or adaptation by CONSULTANT for the specific purpose intended will be at RCRRA'S sole risk and without liability or legal exposure to CONSULTANT. The RCRRA shall indemnify and hold harmless CONSULTANT from all claims, damages, losses and expenses including attorney's fees arising out of or resulting therefrom.

C. ASSIGNMENT

The CONSULTANT shall not, without the written consent of the RCRRA assign any interest or obligation in this agreement.

D. CONTRACT INSURANCE REQUIREMENTS

The CONSULTANT shall purchase and maintain such insurance as will protect the CONSULTANT from claims set forth below which may arise out of, or result from, the CONSULTANT'S operations under the contract, whether such operations be by the CONSULTANT or by any subcontractor or by anyone directly employed by them, or by anyone for whose acts any of them may be liable.

The CONSULTANT shall obtain the following policies and attach certificates of insurance to signed contract.

Workers' Compensation and Employer's Liability Insurance:

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

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

2. Employer's Liability insurance shall be written for minimum limits of \$1,000,000.

Comprehensive General Liability Insurance:

1. Bodily injury and property damage (CSC)

Minimum limits:

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

2. The following coverages must be specifically insured and certified with no internal limits:

- a) The RCRRA, its officials and employees, and the contracting department are to be named insureds on the policy.

- b) Products/Completed operations liability.

- c) Personal injury liability including claims related to

employment including coverages a, b and c.

- d) Broad form property damage liability, or deletion of the "Care, Custody, and Control Exclusion."
- e) Contractual liability, either specifically naming this contract or on a blanket basis.
- f) Cross Liability Endorsement.

3. Professional Liability Insurance

Minimum limits:

\$500,000 per occurrence
\$500,000 aggregate.

4. Automobile liability insurance:

a) Minimum limits:

\$600,000 combined single limit.

b) Owned, non-owned and hired auto

5. City or state license as required.

Best's rating for the insurers shall be noted on the certificate of insurance, and shall not be less than a B+.

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

The above subparagraphs established minimum insurance requirements and it is the sole responsibility of the CONSULTANT to purchase and maintain additional insurance that may be necessary in connection with this contract.

The CONSULTANT shall not commence work until the CONSULTANT has obtained required insurance and filed an acceptable certificate of insurance with the RCRRA. All insurance policies shall be submitted to the RCRRA upon written request.

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

E. INDEPENDENT CONTRACTOR CLAUSE

For the purpose of this agreement, the CONSULTANT shall be deemed to be an independent contractor and not an employee of the RCRRA. And all agents, servants or employees of the CONSULTANT or other

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

F. CONFLICT OF INTEREST

CONSULTANT agrees that it is currently unaware of any conflict of interest with any party affected under this Agreement. CONSULTANT agrees that, if any conflict of interest or potential conflict of interest should arise in the future, the CONSULTANT shall immediately inform the RCRRA of the conflict.

G. HOLD HARMLESS CLAUSE

The CONSULTANT agrees to indemnify and hold harmless RCRRA from and against all claims or demands of every nature on account of injury to or death of persons or damage to or loss of property, including attorney's fees, or causes of action, caused by or resulting in any manner from any acts or omissions of the CONSULTANT, its subcontractors or its agents or employees, in performing or failing to perform any of the services, duties, or operations to be performed by the CONSULTANT and its subcontractor(s) under this contract.

H. ALTERATION CLAUSE

Any alteration, variation, modification or waiver of the provisions of this agreement shall be valid only after it has been reduced to writing and duly signed by both parties.

I. NON-CONFORMING SERVICES

The acceptance by the RCRRA of any non-conforming services under the terms, conditions, and covenants of this agreement, or the foregoing by the RCRRA of any of its rights or remedies arising under the terms of this agreement shall not constitute a waiver of the RCRRA's right to conforming services or any rights and/or remedies in respect to any subsequent breach or default of the terms, conditions and covenants of this agreement. The rights and remedies of the RCRRA provided for under the terms of this agreement are cumulative and not mutually exclusive.

J. SET-OFF CLAUSE

Notwithstanding any provisions of this agreement to the contrary, the CONSULTANT shall not be relieved of liability to the RCRRA for

damages sustained by the RCRRA by virtue of any breach of this agreement by the CONSULTANT, and RCRRA may withhold any payments to the CONSULTANT for the purpose of set-off until such time as the exact amount of damages due the RCRRA from the CONSULTANT is determined.

K. LIMITATIONS

The CONSULTANT shall not be required to furnish the service required under this contract or any portion thereof in the event of its inability to do so by virtue of a concerted refusal of its employees to work or any strike of any kind or character of its or other employees, including a so-called wild-cat strike or slowdown or stoppage, any riot, civil strife or disturbance, closing of streets, roads or bridges, inclement weather, destruction by any means or methods of any of its property necessary for the performance thereof, flood, fire, act of God or any other cause beyond its control.

L. COMPLIANCE WITH MINNESOTA STATUTES, SECTION 363.073, AND MINNESOTA RULES PARTS 5000.3400 TO 5000.3600

AFFIRMATIVE ACTION

The CONSULTANT hereby agrees that it will comply with Minnesota Statutes, Section 373.073, as amended by Act of April 16, 1988, ch. 660, 1988 Minnesota Laws 917 and Minnesota Rules parts 5000.3400 to 5000.3600. The purpose of this legislation is to increase employment opportunities for women, minorities, and disabled individuals by requiring contractors to adopt and implement affirmative action programs approved by the Commissioner of Human Rights.

MINNESOTA STATUTES SECTION 363.073 SUBDIVISION 1 (1988)

"No department or agency of the state shall receive, enter into, or accept any bid or proposal for a contract nor execute any contract for goods, services, or the performance of any function, or any agreement to transfer funds for any reason in excess of \$50,000 with any person having more than 10 full-time employees in Minnesota at any time during the previous 12 months, unless the person has an affirmative action plan for the employment of minority persons, women and the disabled that has been approved by the Commissioner of Human Rights. Receipt of a certificate of compliance issued by the commissioner shall signify that a person has an affirmative action plan that has been approved by the commissioner. A certificate shall be valid for a period of two years."

Mn/DOT intends to carry out its responsibilities under this statute. If a certificate of compliance is required, Mn/DOT may terminate or abridge this agreement because of the suspension or revocation of the certificate based upon a contractor's failure to implement or make a good faith effort to implement an affirmative action plan approved by the Commissioner of Human Rights.

M. EQUAL EMPLOYMENT OPPORTUNITY

In connection with the execution of this contract, the CONSULTANT agrees that it shall not discriminate against any employee or applicant for employment because of race, color, sex, or national origin. CONSULTANT will take affirmative actions to insure that applicants are employed, and that employees are treated during employment, without regard to race, color, sex, or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selections for training, including apprenticeship.

N. COMPLIANCE WITH APPLICABLE LAW

The CONSULTANT further agrees to comply with all federal, state and local laws or ordinances, and all applicable rules, regulations and standards established by any agency of such governmental units, which are now or hereafter promulgated insofar as they relate to the CONSULTANT'S performance of the provisions of this agreement.

O. ACCESS TO RECORDS/AUDIT

1. The RCRRA, its authorized representatives or the State Auditor shall have full access to all records relating to the performance of this agreement.
2. The CONSULTANT agrees to maintain records relating to all services provided by it under the terms of this agreement and shall retain all such documentation for six (6) years following the termination of this agreement. Such records shall be made available for audit or inspection at any time upon request of the RCRRA or its authorized representatives.

P. INTERPRETATION ACCORDING TO MINNESOTA LAW

This agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this agreement shall be venued in the State of Minnesota.

Q. ENTIRE AGREEMENT CLAUSE

This agreement shall constitute the entire agreement between the parties and shall supersede all prior oral or written negotiations.

R. TERMINATION

This agreement may be terminated by either party upon thirty days written notice should the other party fail substantially to perform in accordance with its terms through no fault of the party initiating the termination. In addition, the RCRRA reserves the right to terminate this agreement for any reason upon thirty days

written notice to the CONSULTANT. In the event of termination, the CONSULTANT shall be paid his compensation for services performed to termination date, including reimbursable expenses then due and all terminal expenses.

RAMSEY COUNTY, MINNESOTA

STRGAR, ROSCOE-FAUSCH, INC.

BY _____
Chairman, Ramsey County
Regional Railroad Authority

BY Peter A. Fauch
Title SENIOR VICEPRESIDENT

Approved as to Form:

DATE 12-7-88

Michael L. Simon
County Attorney

Recommended for Approval:

BY Kathryn Hespigelaer 12/8/88
Project Director, Ramsey County
Regional Railroad Authority

BY James G. Kaplan 12-8-88
County Risk Manager - sending receipt of
workers' comp.

Funds Available from Account 1988-1989 Budget and Grant

59101-020102
BY Ed Blantiz 12/8/88
Budget and Accounting

EXHIBIT A

PROJECT TASKS

A summary of eight project tasks is provided in the following pages. Respondents should review the requirements of each task carefully during proposal preparation. Task outlines provided represent recognized needs to evaluate the potential role of LRT in Ramsey County. They should not be considered limits to the project, but rather minimum criteria. The consultant is encouraged to correct, refine, and expand task elements. Changes should be adequately documented to both indicate relation to LRT plan objectives, and to reflect expertise and professional judgement of firm staff.

Task 1-Project Initiation Activities

Project initiation activities will include meetings between the consultant(s) and RCRRA staff to refine, expand, and detail the work program, and to establish progress and accounting procedures. Early coordination efforts represent a critical step in comprehensive plan development, laying the groundwork for consultant and RCRRA staff activities over the 11 month project period. It is intended that this work result in clear documentation of specific procedures, techniques, and methodologies for performance of tasks 2 through 8 along with appropriate milestone checks within the overall project time frame.

The second element of project initiation is a review of existing information and reports related to the comprehensive LRT plan. The information is extensive and should be considered an important component in plan completion. The consultant will review available information and assess its relevance to current conditions and RCRRA's goals (see appendix 1). Areas of conflict and agreement should be identified as well as information gaps.

The reports to be assessed include:

Goals for Light Rail Transit in Ramsey County; Ramsey County Comprehensive Plan-Transportation Section; Transportation sections of comprehensive plans of cities in Ramsey County; Metropolitan Council Transportation Development Guide/Policy Plan; Long-Range Transit Analysis: A Study of Potential Transit Capital Investments in Twin Cities Corridors; University Avenue/Southwest Corridor Alternatives Analysis/Draft Environmental Impact Statement; LRT Feasibility Study; Ramsey County Regional Railroad Authority and Regional Transit Board Light Rail Transit Planning Analysis for the Midway Corridor; Mn/DOT District 9 20-Year Plan; Northeast Area Transportation Study; Regional Transit Board's Transit Service Needs Assessment; Comprehensive LRT System Plan for Hennepin County; Anoka County LRT Scoping Study.

The initial coordination, review, and work program refinement will lay the groundwork for subsequent work and is an important part of the project. The consultant will produce a technical report of findings and recommendations within one and one half months of contract award. The report shall detail procedures, techniques, and methodologies to be used to complete tasks 2 through 7. At a minimum, the report will reiterate each task and outline all significant subtasks with an explanation of the work approach to be taken. Milestones shall also be identified within broader time frames of each task and the overall project. The report will also include an assessment of relevant reports as outlined. All technical reports projected by the consultant will be subject to review and approval of RCRRA staff.

Task 2-Development/discussion of generalized standards and policies for LRT

General standards and policies will be developed or discussed for:

- o The system definition, including items such as hours of operation, frequency of vehicles, accessibility to disabled, type of vehicle, fare collection method, etc.
- o Station locations and design
- o Feeder bus system
- o Environmental impacts
- o System operator
- o Terminus of corridors
- o Minimum threshold for LRT ridership

This task will include ongoing coordination with other counties to ensure system compatibility for LRT.

The consultant will produce a technical report which addresses generalized system standards and policies for LRT development within three (3) months of contract award.

Task 3-Corridor Identification and Evaluation

The purpose of this task is to identify and evaluate potential corridors for LRT. This will be accomplished in two steps, the first providing for selection and definition of potential corridors and elimination of corridors of marginal LRT potential, based on an overview of available information, and second providing for detailed assessment of corridors judged to have greater LRT potential.

* Corridors will be identified based on:

- o previous studies¹
- o community participation process, including citizen forums and citizen advisory committee, special committees and corridor task force
- o information developed by the consultant on existing and future trip generation.²

* Corridor evaluation will include assessment of:

- o transit needs, current and projected
- o transit patronage, current and projected
- o development impacts, existing and potential
- o right of way suitability (railroad and roadway)
- o traffic impacts
- o costs - generalized capital and operating
- o number of auto drivers diverted to LRT
- o park/ride potential.
- o potential alignment alternatives (where appropriate).

Detailed assessment and analysis in the second phase of this task shall be fully documented for each listed parameter. Additional parameters may be included.

Interrelationships of LRT, land use, transit, highways, railroads and LRT plans in other counties will be considered.

In some cities, recent LRT plans have been optimistic in forecasts of anticipated benefit. To avoid unrealistic expectations, corridor assessment/evaluation for this study will be conducted with a conservative approach, particularly in the areas of patronage and development potential.

- 1 Note: Extensive documentation in previous studies identified the "Midway Corridor" as the corridor with the highest potential in the region for LRT. (see figure 2) This corridor, as previously designated, will be addressed through analysis of existing documentation.

A second corridor previously considered to be of potential significance is the "Northeast Corridor", loosely defined as the area either side of the existing Burlington Northern Railroad (BN) running north out of downtown St. Paul through Maplewood to the northern boundary of Ramsey County, in White Bear Lake. The portion of railroad right of way from downtown St. Paul to Beam Avenue, in Maplewood, is already abandoned. The full alignment of the BN right of way from St. Paul to the northern boundary of Ramsey County will be analyzed for possible LRT development and potential joint LRT/recreational trail use. Analysis of this alignment, however, does not exclude consideration of other alternatives - other alignments may be identified in the "Northeast Corridor" evaluation as worthy of consideration.

- 2 Note: While it is assumed that the major portions of LRT corridors will be in Ramsey County, logical extensions into the four adjacent counties will be considered in this analysis. Not all corridors considered will necessarily connect directly to downtown St. Paul.

The consultant will produce a technical report summarizing and evaluating potentially viable LRT corridors within five months of contract award. The report will detail thoroughly the evaluation process.

Task 4-Development of Downtown St. Paul alignments

An analysis of major generators of transit trips and expected areas of development will be considered. At grade, tunnel and aerial alternatives will be assessed.

Factors to be considered are:

- o Right of way
- o Traffic capacity
- o Integration with pedestrian circulation system
- o Parking and loading impact
- o Visual impacts
- o Travel time
- o Development opportunities
- o Ridership
- o Impact on existing businesses
- o Cost
- o Coordination between transportation modes

The consultant will produce a technical report discussing the needs, merits, costs and impacts of listed factors and alternatives in relation to downtown St. Paul, within five months of contract award.

Task 5-Development of LRT staging plan for Ramsey County

Information will be developed on how LRT could be implemented, including when and where, in Ramsey County. Costs of preliminary engineering, final design, construction and operation will be considered.

The consultant will produce a technical report within five and one half months of contract award.

Task 6-Development of operating and financial plan

An operating plan and a financial plan will be developed for LRT corridors receiving a detailed evaluation.

The operating plan will include information on:

- o Fares in relation to ridership levels *
- o Number of vehicles required
- o Maintenance facilities
- o Signal preemption needs
- o Staffing requirements
- o Integration with a metropolitan-wide LRT system.

The financial plan will evaluate and recommend potential sources of capital and operating funds in relation to system cost.

* Ridership potential estimates developed in task 3 will be refined as part of task 6 for those corridors meeting the minimum threshold for LRT. A peer review process may be used for ridership estimate assessment.

The consultant will interact with other groups in development of the operational and financial plan. A technical report will be completed by the consultant within five and one half (5.5) months of contract award.

Task 7-Preparation of Draft and Final Comprehensive LRT Plans

A summary of the information obtained in previous tasks (1 through 6) will be prepared. The summary will include a discussion of the data obtained in relation to RCRRA goals (see Appendix 1) for LRT.

The next steps in implementation will be identified, including a discussion of the public benefit to be derived from corridor selection and estimated preliminary engineering costs. The need for preserving options for LRT implementation in coordination with other agencies will be identified.

The consultant will produce Draft and Final Comprehensive LRT Plans and Executive Summaries of each. In addition, the consultant will prepare graphics for presentations about the Draft and Final plans. The Draft Plan will be completed within six (6) months of contract award and the Final Plan within eleven (11) months.

Task 8-Community Participation

RCRRA has adopted a community participation program for the comprehensive LRT plan that includes:

1. Review of work by a 14-member Citizens Advisory Committee
2. Forums for the public in corridors under consideration for LRT. These will include general information on light rail transit in the initial stages of the plan and more detailed information on specific corridors at the conclusion of the plan.
3. A technical committee of engineers/planners city managers to make recommendations on aspects of the study.
4. An intergovernmental committee consisting of elected or appointed officials of municipalities, adjacent counties and agencies to make recommendations on aspects of the study.
5. An executive committee appointed by the RCRRA chairman to be responsible for the conduct of the study.
6. Special committees to address specific aspects, such as LRT finances, as appointed by the RCRRA. A special committee may also be appointed for the Downtown St. Paul area of the study.
7. Newsletters at periodic intervals through the course of the study.
8. For the Northeast Burlington Northern Corridor, a Corridor Task Force, comprised of citizen and business representatives in the affected area, will review work pertaining to that corridor.

This task will be an ongoing process throughout the 11 month planning period. Meeting minutes, newsletters, and reports will be produced as warranted by this process.

The primary responsibility will be that of RCRRA. The consultant will prepare graphic, written and verbal presentations at meetings and forums. Minutes, notifications and mailings will be RCRRA's responsibility. The newsletters will be developed by RCRRA staff with assistance from the consultant.

Completion of public review will be anticipated within three months after draft plan completion.

EXHIBIT B

STRGAR-ROSCOE-FAUSCH, INC.
Consulting Engineers
Suite 150, One Carlson Parkway North
Minneapolis, Minnesota 55447
(612) 475-0010

RANGE OF HOURLY RATES FOR 1988

<u>CLASSIFICATION</u>	<u>RANGE OF HOURLY RATES</u>
Principal - Associate	\$75.00 - \$85.00
Senior Professional	\$50.00 - \$65.00
Professional	\$35.00 - \$50.00
Technician Supervisor	\$40.00 - \$55.00
Senior Technician	\$30.00 - \$45.00
Technician	\$20.00 - \$35.00
Clerical	\$20.00 - \$35.00



CERTIFICATE OF INSURANCE

ISSUE DATE (MM/DD/YY)
12-5-88

PRODUCER

Cobb-Strecker-Dunphy & Zimmermann, Inc.
100 South Fifth St., Suite 1250
Minneapolis, MN 55402

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

COMPANIES AFFORDING COVERAGE

COMPANY LETTER	A	Reliance Insurance Company of Illinois (Best - A)
COMPANY LETTER	B	
COMPANY LETTER	C	
COMPANY LETTER	D	
COMPANY LETTER	E	

INSURED

Strgar-Roscoe-Fausch, Inc.
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447

COVERAGES

THIS IS TO CERTIFY THAT POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS, AND CONDITIONS OF SUCH POLICIES.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS IN THOUSANDS												
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MEDICAL EXPENSE (ANY ONE PERSON)	\$																
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	WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY				<table border="1"><tr><td>STATUTORY</td><td></td></tr><tr><td>\$</td><td>(EACH ACCIDENT)</td></tr><tr><td>\$</td><td>(DISEASE-POLICY LIMIT)</td></tr><tr><td>\$</td><td>(DISEASE-EACH EMPLOYEE)</td></tr></table>	STATUTORY		\$	(EACH ACCIDENT)	\$	(DISEASE-POLICY LIMIT)	\$	(DISEASE-EACH EMPLOYEE)				
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A	OTHER Arch./Engineers Professional Liab. (Claims Made Basis)	NN 1364093	10-16-88 Retro Date: 10-16-63	10-16-89	\$500,000. Any one claim & in the annual aggregate \$100,000. Ded. Each Claim												

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/RESTRICTIONS/SPECIAL ITEMS Project: Report on Comprehensive Light Rail Transit Plan

This policy covers the "professional services" of the Named Insured for all projects and the limit of liability shown shall not be construed to be applied to this project only.

CERTIFICATE HOLDER

Ramsey County Regional Railroad Authority
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT. ~~NOTICE SHALL BE GIVEN BY MAIL TO THE CERTIFICATE HOLDER NAMED TO THE LEFT.~~
AUTHORIZED REPRESENTATIVE

CERTIFICATE OF INSURANCE - WORKERS COMPENSATION & LIABILITY ONLY

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policies listed below.

Project Description & Location: Comprehensive Light Rail Transit Plan - Report

Certificate Holder: Ramsey County Regional Railroad Authority

Address: Room 316 Courthouse, 15 W. Kellogg Blvd., St. Paul, MN 55102

Architect:

Insured: STRGAR-ROSCOE-FAUSCH, INC.

Agent: Cobb-Strecker-Dunphy & Zimmermann, Inc.

Address One Carlson Pkwy No., Suite 150, Mpls.,

Address 100 So. 5th St., Suite 1250,

55447

Minneapolis, MN 55402

WORKERS' COMPENSATION

Policy No.

Effective Date

Expiration Date

Insurance Company

Address

COVERAGE - Workers' Compensation, Statutory. Employers' Liability Limit

\$ Each Accident \$

Disease Policy Limit \$

Disease Employee Limit

GENERAL LIABILITY

Policy No. 30 135 26 89

Effective Date 10-16-88

Expiration Date 10-16-89

Insurance Company TRANSCONTINENTAL INSURANCE CO.

Address CHICAGO, ILLINOIS (Best A+)

() Claims Made (X) Occurrence () Owner's & Contractors Protective () Other:

LIMITS:

General Aggregate Limit (Other Than Products - Completed Operations) \$ 2,000,000.

Products - Completed Operations Aggregate Limit \$ 1,000,000.

Personal & Advertising Injury Limit \$ 1,000,000.

Each Occurrence Limit \$ 1,000,000.

COVERAGE PROVIDED:

YES/NO

YES/NO

Operations Of Contractor

YES

Governmental Immunity Is Waived

NO

Operations Of Sub-Contractor(Contingent)

YES

Property Damage Liability Includes:

Does Personal Injury Include

YES

Damage Due To Blasting

YES

Claims Related To Employment?

YES

Damage Due To Collapse

YES

Completed Operations/Products

YES

Damage To Underground Facilities

YES

Contractual Liability (Broad Form)

YES

Broad Form Property Damage

YES

Exceptions: ADDITIONAL INSURED: Ramsey County Regional Railroad Authority, its officials and employees & the contracting dept. (Includes Cross Liability Endorsement)

AUTOMOBILE LIABILITY

Policy No. 30 135 26 92

Effective Date 10-16-88

Expiration Date 10-16-89

Insurance Company AMERICAN CASUALTY COMPANY

Address CHICAGO, ILLINOIS (Best A+)

(X) Any Auto () All Owned Autos () Scheduled Autos (X) Hired Autos (X) Non-Owned Autos

LIMITS:

Bodily Injury \$

Each Person

\$

Each Occurrence

-OR-

Property Damage \$

Each Occurrence

Combined Single Limit \$1,000,000 Each Occurrence

UMBRELLA EXCESS LIABILITY

Policy No. 70 135 26 90

Effective Date 10-16-88

Expiration Date 10-16-89

Insurance Company TRANSCONTINENTAL INSURANCE CO.

Address CHICAGO, ILLINOIS (Best A+)

LIMITS:

Single Limit Bodily Injury \$1,000,000. Each Occurrence
And Property Damage \$1,000,000. Aggregate

COVERAGE PROVIDED:

Applies in excess of the coverages listed above for Employers' Liability, General Liability, and Automobile Liability. YES

Are any deductibles applicable to bodily injury or property damage on any of the above coverages? NO
If so, list. Amount \$

AGENT CARRIES ERRORS AND OMISSIONS INSURANCE? YES
Should any of the above described policies be cancelled/ before the expiration date thereof, the issuing company will mail 30 days written notice to the parties to whom this certificate is issued.

Dated at Minneapolis, MN

On 12-5-88

By

Authorized Insurance Representative

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Public Works Originating Department	Board Action Requested System Characteristics and Standards for Light Rail Transit
<u>K. DeSpiegelaere</u> Authorized Signature	12/5/88 Date
INFORMATION ONLY	

Request Justification

- See attached:
- 1) Memorandum from K. DeSpiegelaere dated December 2, 1988
 - 2) System Characteristics and Standards Prepared for Hennepin County Regional Railroad Authority

Budgeting and Accounting <u>N/A</u>	Date / Time Received By
County Attorney <u>N/A Michele L. Linn</u>	
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date December 13, 1988	<u>J. L. Linn</u> Signature	12/8/88 Date
Board Date		