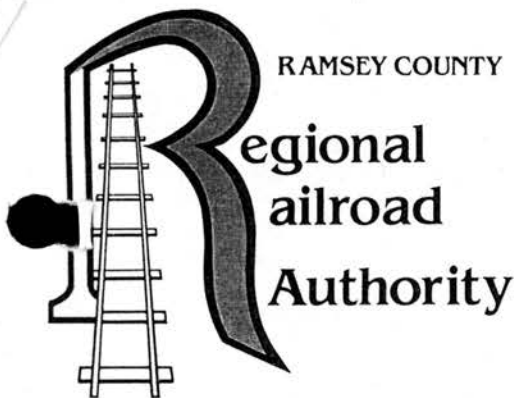




Ramsey County Regional Railroad Authority.
Records.

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

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, February 27, 1990

10:30 A.M. - Large Conference Room - 316

1. * Minutes of the February 6, 1990 Meeting.
2. Chairman's Comments.
3. Development and Financial plan for LRT - Discussion
4. Coordination Plan for LRT - Discussion
5. Legislation - Discussion
6. * Authorize staff to negotiate a contract for Northeast Corridor Alignment Study with Strgar-Roscoe-Fausch, Inc.
7. Comprehensive LRT Plan for Dakota County.
8. * Ratify Partial Payment No. 3 to BRW, Inc. in the amount of \$11,462.24.
9. * Ratify Partial Payment No. 4 to BRW, Inc. in the amount of \$25,132.71.
10. * Authorize Payment to Strgar-Roscoe Fausch, Inc. in the amount of \$11,020.79.
11. * Quarterly report of payments for RCRRA -period of October thru December 1989.
12. * Authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the contract for 1990 State light rail transit funds.

*Action is Requested.

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

file please

X

1

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

February 6, 1990

The meeting of the Ramsey County Regional Railroad Authority Board was held on Tuesday, February 6, 1990 at 3:25 P.M. in the Large Conference Room of 316 Court House.

MEMBERS PRESENT: Chairman John Finley
Commissioner Ruby Hunt
Commissioner Duane McCarty
Commissioner Warren Schaber
Commissioner Donald Salverda
Commissioner Hal Norgard

MEMBERS ABSENT: Commissioner Diane Ahrens

Also Present: James Van Houdt, Ed Glaubitz, Ben C. Sebesta,
Robert Clarkson, Hugh Faville, Peggy Lynch, Mary Lou
Grahek, Terry Lindeke, James Walsh, Jill Goski, James
Tolaas, Karen Tero, Terry Schutten, Frances Glendenning,
Kathy DeSpiegelaere, David MacMillan represented the
County Attorney's Office, Tom Foley

1. Minutes - of the Ramsey County Regional Railroad Authority Meeting of January 16, 1990.

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

The Ramsey County Regional Railroad Authority approves the minutes of the January 16, 1990 Meeting as written.

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

2. Chairman's Comments

Chairman Finley informed the Board that the Regional Plan which we are all familiar with went to the RTB, with sales tax as the Number 1 priority, and Number 2 is the RTB bond, and Number 3 is Fiscal Disparities. That plan as it stands there went to the Metropolitan Council for comments. We had a copy of the staff recommendation, and one of the recommendations was that East be deleted.

There is another recommendation to increase the local share of funding from 10% to 20%. As you remember, we tried to combine the B and C Groups in order to move these up from the C to the B, so the Metropolitan Systems Committee met today. They will be reporting to the Metropolitan Council, and there were some amendments. Our representatives and representatives from Dakota and Washington Counties spent some time with them.

Chairman Finley deferred further comments, and asked Kathryn DeSpiegelaere to give a brief summary of what transpired.

Ms. DeSpiegelare said the Metropolitan Systems Committee considered the plan today, the Financial and Development Plan. Their comments were extensive. The recommendations that they made were several, and some of them were contrary to what Ramsey County would have liked to have seen. Systems Committee Meeting today took action to make recommendations more in line with Ramsey County's way of thinking. One of the recommendations that Chairman Finley mentioned was to remove the St. Paul East Corridor from the twenty-year plan. That did not pass. Another recommendation was to increase the local contribution for B and C Corridors to 20%, this did not pass. The B and C Corridors were combined into one group. This report now will be forwarded to the full Metropolitan Council on Thursday, and then the RTB takes action on it next week.

Chairman Finley added that this comes back to the RTB for final approval on the fifteenth, as the Legislature calls for it on the fifteenth. As it stands right now, it is even more in line, it is as we wanted it. The local share, the intent of the motion that was prepared by us and moved and approved today, the intention was to delete the full local funding, and he thinks that is the way it passed. He hopes to have this clarified, as Mr. Scully from Dakota County handled most of the amendments, and was aided by Mary Hauser of Washington County, as well as our own representatives. We did help them in providing the rationale for the amendments that they proposed. We have had three meetings with them since it was passed by the RTB, and it was well worth while to sit down and provide them in writing the reasons why they should be deleted and passed.

Ms. DeSpiegelaere did a yoeman's job in getting through the thirty-three pages on such a short notice, and then they were amended yesterday. Chairman Finley doubts very much if the other members had time to be as well prepared. So far it is going extremely well, and it is hoped that the Systems Committee recommendations will be approved today.

Commissioner Schaber said that both Chairman Finley and Kathy DeSpiegelaere should be congratulated for their efforts.

Chairman Finley is hopeful that things will stay this way now.

3. Update on Northeast Corridor

Chairman Finley wished to comment on the meeting with Chisago County before turning this discussion over to Ms. DeSpiegelaere.

Chairman Finley informed the Board that yesterday they had a meeting with the Chisago County Commissioners and the Washington County Commissioners on the Northeast Corridor, which Commissioner Salverda and he attended. This was a very extensive meeting, and he was extremely pleased and surprised at the forward thinking of Chisago County. They want to acquire the abandoned rail which runs 13 miles in their county, 12 miles in Washington County, and all the way up to North Branch, for a rail line. They want to participate in our Intergovernmental Committee and want to participate in our Northeast Corridor. All five of the Chisago County Board members were here, ready to go.

Commissioner Salverda added that he gave the visiting Commissioners a tour of the facility, they are very interested in Light Rail Transit and in the line for recreational purposes prior to light rail transit. The main thing is they were here in unity, and there is tremendous interest from that county.

Ms. DeSpiegelaere gave a brief update on the Northeast Corridor, they plan to initiate an alignment study, the consultants' proposal have been received, and staff will be meeting next week to review those and make a recommendation to this Board. David MacMillan has been working on negotiating an option to purchase with Burlington, and those negotiations are going well. We have developed a Joint Powers Agreement for review by the City of St. Paul staff. Negotiations have occurred with Mn/DOT about the area at Highway 36 and the Burlington Northern Crossing. Things are progressing, and as they are not prepared to bring these matters back to the Board, she thought the Board would be interested in this update.

4. Update on LRT Development and Financial Plan and on Coordination Plan.

Chairman Finley informed the Board that the Sales Tax provision and the Bonding provision were not changed at all at the Metropolitan Council recommendations.

Ms. DeSpiegaere added, there was one modification that we would be receptive to and that requires the RTB to remove fiscal disparities as a source of funding.

Chairman Finley said the action on the Coordination plan is coming up a week from tomorrow, that is to be handled by the Advisory Committee to the RTB, and Commissioners Ahrens and Hunt are members of this Committee.

Ms. DeSpiegelaere explained that there will be major issues to be addressed in the Coordination Plan, some of the issues are who should design it, construct light rail transit, should a turnkey or traditional method of implementation be used for light rail transit. These are the major issues that will be coming up.

Commissioner Hunt would appreciate any suggestions this group might have, if we are going to have a coordinated system, that an agency such as the RTB should be playing a larger role in determining how we go about construction. If you do not have a coordinated role, would that mean that each county or RRA would do its own advertising for bids, particularly when you have a line that may go into two counties. The RTB should be playing a role in determining whether or not it is appropriate for that as an agency to play a larger role to let each county go on alone.

Chairman Finley said that it has been discussed at the RTB level, he has been informed by Dave Minister of the RTB Staff that he has been talking to the individual members of the RTB to try to get a feeling at their level, and has had a good reception from some of the members. Chairman Finley has not spoken to them on it.

Commissioner Hunt wished to say that if she were a State Legislator she would not look too kindly on each county going off on their own, doing their own approach to construction, especially when you are supposed to have a regional system that is going to cross county lines. It does not seem logical to her that there would not be some overall way in determining the issues of construction, etc.

Chairman Finley added that if everyone goes off on their own, they might end up with seven requests for Federal funds for seven counties.

Commissioner Schaber asked for the rationale as to why Hennepin County would be concerned about that particular issue as they have decided on platforms, type of car already.

Commissioner Hunt thinks that Hennepin is more interested in the turnkey approach. Many Legislators have questioned whether or not it should be locked into that. We should explore whatever options are there, whether it be turnkey or some other way of proceeding.

Chairman Finley does not think that Hennepin has even formally made that decision. We have made more of those types of decisions than they have. The turnkey is the issue.

Commissioner Hunt asked if this was not due to the fact that in their dealings with UMTA, UMTA liked the idea of the turnkey approach, so they were positioning themselves to get a better reception from UMTA on their request for funds if they did the turnkey thing.

Commissioner Schaber feels that we have to have an agreement between the counties for a basic system such as cars, etc.

Chairman Finley thinks that we should see how this Coordination Plan works out, as we have more time for the Coordination, than the Financial and Development Plan. Coordination Plan is due July 1st.

Commissioner Hunt added that whatever comes out of the Advisory Committee will have to go to the RTB for final approval.

Another issue which has not been mentioned according to Commissioner Schaber is the tunnel, and could be a financial consideration.

Chairman Finley explained that the tunnel recommendation from the Metropolitan Council was that Hennepin pay for the whole tunnel. Ms. DeSpiegelaere added that this came out with our deletion, but there still is the provision in the recommendation that a local participation in tunnel costs be considered. Also, the Metropolitan Council staff is recommending half a tunnel, rather than a whole tunnel. This would be a shorter tunnel, rather than to the 29th Street as the Midway or Central Corridor would not require a tunnel other than in the downtown portion, so there was no reason for it to go to 29th Street.

Chairman Finley said the problem we had if we were trying to knock off the local share, we would be knocking out the local share of the tunnel. He feels there will be a lot more debate on the tunnel. There are alignment problems on the Northeast Corridor in Minneapolis, and also on the Washington Avenue in Minneapolis.

Chairman Finley continued, we are further along than either one of them, Hennepin and Anoka, as the City of Minneapolis has some very strong concerns as to surface versus tunnel and where it connects.

5. Legislation

Chairman Finley informed the Board that the RTB is carrying the ball on the legislation. They are going to be proposing the sales tax, and also the bonding, that is their original plan. When he was asked if we were seeking anything, he told them "no". He does not think there is anything that we need from the Legislature, we would not be seeking increased levy specifically legislatively.

Ms. DeSpiegelaere added that we would support the \$100 million bonding proposal for the Central Corridor, and the sales tax bill - this will be something that she will bring back to this Board when the Legislation that is being written is completed by the RTB staff, Sherry Munyon specifically. At the Systems Committee today at the Metropolitan Council they passed a recommendation that a 1/2 cent sales tax for Light Rail Transit, the Central Corridor and Parks be considered. She pointed out that Terry Lindeke may have some additional information on the sales tax.

Terry Lindeke addressed the Board, what we know is there are a number of groups lining up for this, and that the RTB staff will probably be the first group to have a bill available for the Legislature. The Metropolitan Council has talked about this in relation to Parks, and new construction financing, and transportation. There has been talk about using this to finance health care. This raises a fair amount of money, and there is a lot of interest in it, as in addition to financing light rail, they are looking at other financing issues.

Commissioner Schaber commented that we will have to watch this very carefully, as it could be delegated quickly, so that there may not be enough to cover what we want to have done for light rail.

Chairman Finley suggested that it could be for transit for roads, then at least you would be in one specific area. If we can't get support from the outer areas, if it was for transit, it would still have something to do with transportation.

6. Midway Corridor Coordination

Ms. DeSpiegelaere informed the Board that at the request of the Chair of the Midway Corridor Task Force, Bruce Davis, she has prepared an item for their meeting tomorrow about how Ramsey County was coordinating with the City of St. Paul, Downtown Group, Neighborhoods, Capitol Area Board, and she added information on Hennepin County in Minneapolis.

Chairman Finley wants to make clear that the Ramsey County Regional Railroad Authority Commissioners and staff present the information to the City Council and Planning Commission members. He thinks that the big ticket items should be handled by the body or unit of government that is responsible for it.

Ms. DeSpiegelaere added, since this was prepared, we have decided to re-activate the Inter-governmental Committee which consists of elected and appointed officials - they met during the Comprehensive Plan. They will be meeting again to review information on the Midway and Northeast, and possibly the South Corridors. She has asked the consultants to do a new chart for the Board.

Chairman Finley said what he was referring to in the letter was under the City of St. Paul, second paragraph, we need to have this clear understanding early on. He has tried to with the new Mayor, and he also talked to the President of the Council regarding this.

Commissioner Schaber asked if there should be a motion on this, as he feels very strongly about the recommendation.

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

WHEREAS, Ramsey County Regional Railroad Authority is conducting an Environmental Impact Statement and preliminary engineering on light rail transit in the Midway Corridor; and

WHEREAS, The Midway Corridor is located within the City of St. Paul and coordination and communication with the City of St. Paul is an important element of this study; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority requests that all presentations on the Midway Corridor light rail transit study to the City Council and Planning Commission are to be made by Ramsey County Regional Railroad Authority Commissioners or staff; and Be It Further

RESOLVED, That a copy of this resolution is to be sent to the Mayor and City Councilmembers of St. Paul.

Roll Call: Ayes - 6, Nays - 0 *R 90-03*
Motion adopted.

Chairman Finley reiterated that the resolution should be sent directly to the Mayor and the City Council members.

7. Approve Draft Scoping Decision Document and Environmental Assessment Worksheet. Establish March 27 Scoping Meeting date.

Chairman Finley said this is necessary under the Environmental laws in the State of Minnesota, to have a Worksheet and then to have a Scoping decision to determine what is that will be studied on the front end of the Environmental Impact Statement, so that everything is not scattered. There is one thing that is very important for us to know that is in document they are going to be looking at hybrid as far as alignments are concerned, in other words, the BN will be BN - Pierce Butler, BN-Energy Park Drive, the I-94, and Soo Line, and University Avenue. Then there will be hybrids that will be studied in the alignment decisions. This is information the Board members should they be asked questions that we may be stuck on an alignment, we are not stuck on an alignment, not only one of the three, there can be variations. There is going to be a variety of alternatives, especially that northern route that will be studied.

Chairman Finley had urged Mr. Chin when he was doing the article on LRT to refer to as the Pierce Butler - Burlington Northern, rather than just Burlington Northern.

James Tolaas addressed the Board, at the Public Scoping Meeting which has been tentatively set as March 27th, it is staff's recommendation that this be held during the regular daytime meeting, and also reconvene in the evening to allow adequate public review and input, this will be held at Concordia College for the meeting at seven o'clock. It is not required that the entire Board of this Authority be present, it is his understanding that Chairman Finley chair the meeting. It is not really structured as to how to conduct the public hearing, but that you provide a vehicle for public input.

Chairman Finley said then we would start this with the day meeting, and then whoever can fit it into their schedule could attend the evening meeting, but it is not mandatory, as it will not be an official RRA Meeting at that point.

James Tolaas mentioned that could be a sensitive issue, after the Public Review period, a final scoping document is prepared, and that document becomes the basis for the formal EIS Study work that will proceed from that point. This document is not cast in stone, air quality on University Avenue may be an issue, City of St. Paul redevelopment may become issues. Some of the methodologies or approach as indicated in this particular document may have to be refined a little bit to satisfy some of those concerns. The final version of this will be revised a little bit, depending on what comments are received.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for Phase I Preliminary Engineering / Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, An Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document have been prepared, in accordance with State requirements, to identify alternatives and environmental issues to be addressed in subsequent Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, The documents will be submitted to the Environmental Quality Board (EQB) to initiate the formal public review process, upon approval by the Authority; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the Environmental Assessment Worksheet (EAW) and the Draft Scoping Decision Document for the Midway Corridor; and Be It Further

RESOLVED, That a public Scoping Document Meeting for environmental studies on the Midway Corridor will be held on March 27, 1990, to be convened both during normal business hours and during evening hours to ensure adequate opportunity for public comments on study considerations.

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

8. Review of Midway Corridor Work by Ramsey County Regional Railroad Authority.

Kathryn DeSpiegelaere addressed the Board, because we are having a Scoping Report issued, and an Environmental Assessment Worksheet it is necessary that you take action on those. They will be assembling the Public Comment Record - this ends on April 5th. The suggestion is made in the memo that the Board consider different options to how the Board could review this. There is a very specific amount of time involved. First proposal would be

that the Board consider having a Work Session of perhaps two hours on April 16th at which you would review comments on the Midway Corridor, and additional information on the Midway Corridor. This is suggested for the Board to receive the comments before the meeting on April 24th at which time you would be approving them. The Board discussed having the meeting on Tuesday, April 17, after the County Board meeting.

Commissioner Salverda had made a motion for April 16th for the Work Session, but he withdrew this motion.

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

WHEREAS, Ramsey County Regional Railroad Authority has approved circulation of Draft Scoping Decision Document and an Environmental Assessment Worksheet; and

WHEREAS, The public comment period on the draft scoping decision document ends on April 5, 1990; Now, Therefore, Be It

RESOLVED, That a work session will be held with Rail Authority Commissioners to review Midway Corridor Light Rail Transit progress on Tuesday, April 17, 1990, after the County Board meeting at a location other than 316 Court house.

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

R90-05

Chairman Finley said this is really for the revision of the document, and there is a lot of information that is being gathered on the Midway Corridor and downtown that the Board may want to become familiar with.

9. Progress on LRT in Hennepin, Anoka, and Dakota Counties

Ms. DeSpiegelaere addressed the Board, Dakota County has indicated they are interested in moving ahead with Ramsey County on the South Corridor. She met with one of their staff members today, and they are interested in getting more information for their Commissioners on cost participation, and community involvement, so we will be coming back to you with a specific proposal when we have it prepared on the South Corridor. Anoka and Hennepin are moving along.

Chairman Finley said that Anoka and Hennepin are requesting Federal funds on their corridor. They drafted a letter similar to what we had before, and now they are not asking for our signature any more. Signators for the letter are Derus as Advisory Committee to the RTB, Andrews for Hennepin County, and McCarron for Anoka. It illustrates exactly what we are saying, we should not be going off in different directions. The attachment that is used is the 1986 Regional Plan which excludes (pointed to areas on map), yet they use the total amount of the cost for the system to show that the percentage that they are requesting is minimal, but it is not something we would like to participate in, and he does not think this should be sent to anyone.

10. Transportation Research Board Annual Conference

Ms. DeSpiegelaere attended the Conference, and the memo in the documentation gives a summary.

11. Approve adjustments to the 1990 Ramsey County Regional Railroad Authority budget in the amount of \$2,228,000 in accordance with attached budget adjustments.

Chairman Finley is not clear as to how this works, are we transferring what we had approved to the specific line items.

James Van Houdt explained we are taking from the Contingent Account Administrative and allocating it to the designated cost centers for the NE Corridor study so that we will be able to charge the project so when we can get the funds we can charge the proper accounts. This would leave a balance in the Contingent Account.

Mr. Van Houdt referred to Page 4, the original budget for the RRA was \$3,800,000, and \$2.7 million in grants, they are transferring \$2.2 million to the projects listed below, right-of-way acquisition, Northeast Corridor study, etc. Some are funded 50% grant and 50% tax levy. If the grant comes back different, we may have to adjust this. There is left in the Contingent Account \$300,000. Each project is identified as a separate contingent amount.

Chairman Finley said one of the things that added to the confusions was revenue and transferring funds that were originally for the purpose of the second phase of Preliminary Engineering on the Midway Corridor, we have taken those funds and allocated them to the NE and South studies, and we had to amend our grant request - this is going to the RTB next week.

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

WHEREAS, The 1990 Ramsey County Regional Railroad Authority budget identified major project areas in the Contingent Account series within the 59101 - Ramsey County Regional Railroad Authority budget; and

WHEREAS, The projects identified are eligible for State grant assistance; and

WHEREAS, State grant provisions require separate accounting of costs incurred in each work area; and

Ramsey County Regional Railroad Authority
February 6, 1990

WHEREAS, Regional Railroad Authority staff have prepared attached Exhibit A documenting budget adjustment recommendations which establish cost centers 59106 - Right of Way Acquisition, 59107 - Northeast Corridor Study, and 59108 - South Corridor Study; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority approves the budget adjustments, in the amount of \$2,228,000, in accordance with the documentation attached and incorporated herein as Exhibit A.

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

R90-06

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

CHAIRMAN FINLEY
 Originating Department
 John T. Finley /s/ 2/22/90
 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
 Committee / Meeting Date
 February 27, 1990
 Board Date

Signature

Date

Signature

Date

Signature

Date

2/22/90

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>2/20/90</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> Development and Financial Plan for LRT. <u>Discussion Only</u>
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Request Justification

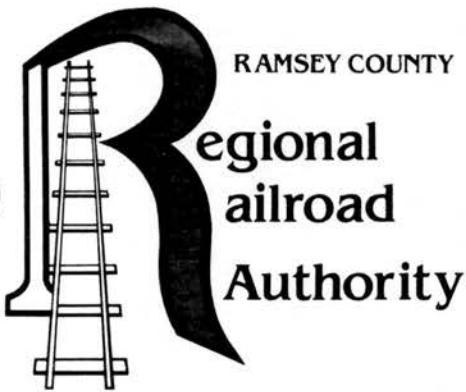
See memorandum from K. DeSpiegelaere with attachments.

<u>Budgeting and Accounting</u> <u>Ed Blawie</u> <u>2/21/90</u> <u>County Attorney</u> <u>David Mac Miller</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
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Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>February 27, 1990</u>	<u>J L Henderson</u>	<u>2/22/90</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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, Director of LRT Planning *KS*

SUBJECT: Development and Financial Plan for LRT

DATE: February 19, 1990

The Regional Transit Board adopted the Development and Financial Plan for Light Rail Transit on February 15. The Plan has been forwarded to the Legislature.

Major provisions of the Plan are:

- o A 20-year plan for LRT that includes five corridors in Ramsey County: Midway, Northwest, Northeast, East, and South.
- o The Midway Corridor is the first priority corridor for construction of LRT. This corridor and downtown St. Paul are to be constructed with state and regional funds with no federal or local contribution.
- o Regional funds for LRT should be sought through a general sales tax. Second priority for regional funds is Regional Transit Board bonding (regional property tax). Fiscal disparities is no longer under consideration as a funding source.
- o For corridors other than Midway, a 10% local contribution to construction costs is required. The local funds can be supplied through right of way acquisition expenditures, benefit assessments or property taxes. Federal funds could offset the need for a 10% local contribution.
- o The Development and Financial Plan is to be updated every two years.

A copy of the Metropolitan Council recommendations to the Regional Transit Board (RTB) on the Development and Financial Plan is attached. All were approved on February 15 by the RTB with the exception of (d) relating to the Metropolitan Council's objection to substitution of federal funds for the local contribution.

The Executive Summary of the adopted plan is attached.

Recommendation:

For your information.



February 15, 1990

The following lists recommendations upon which Council approval is conditional:

- a) eliminate the proposal to use 40 percent of the growth in the "fiscal disparities" tax base as a potential funding source;
- b) clarify that any regional sales tax to be pursued be a part of a broader-based package and would be pursued in conjunction with an overall regional effort;
- c) include only that portion of the downtown Minneapolis alignment north of the Convention Center station in the regional core grouping (Group A);
- d) eliminate the proposed substitution of federal funding for local contribution and replace it, if necessary, with an alternative that would proportionately reduce the state, regional and local contributions in a corridor that receives federal funding;
- e) establish a principle relating a local match for the incremental cost of a tunnel to the local benefits received;
- f) delete reference to reimbursement for costs incurred by a local unit of government for construction of a facility prior to a regional need for the facility.

*did not
pass* →

EXECUTIVE SUMMARY

The Light Rail Transit Regional Development and Financial Plan sets forth a staged plan for the implementation of Light Rail Transit (LRT) in the Twin Cities metropolitan area and proposes a strategy for financing LRT construction and operation. The plan was developed at the direction of the Minnesota Legislature and in cooperation with the Regional Railroad Authorities and other state, regional and local agencies.

WHY LIGHT RAIL TRANSIT?

The Twin Cities, like many other growing metropolitan areas, will face severe transportation problems in the future. Population and employment are growing. Travel patterns are changing. Congestion is increasing while highways are deteriorating. Transportation problems in the metropolitan area can no longer be easily solved. Resources are limited; right-of-way for new highways is often unavailable; and people are demanding better alternatives. It is clear that transit will be relied upon more heavily in the future to meet peak hour transportation needs in congested corridors, in the downtowns, and in suburban employment centers.

LRT offers an opportunity to revitalize regular route transit service in the Twin Cities and to restructure transit services to better meet changing travel needs throughout the metropolitan area. Key potential benefits of LRT are:

- LRT can significantly increase transit ridership due to improved quality, reliability and frequency of service.
- LRT will enhance the existing bus system.
- An LRT and bus system is more cost-effective than an all-bus system.
- LRT can play an important part in relieving peak hour congestion in selected commuter corridors and in the downtowns.
- LRT can improve accessibility for transit dependent people.
- LRT can provide environmental benefits, reducing air pollution and noise in downtowns and neighborhoods.
- LRT can help focus retail, office and residential development.
- LRT can enhance the economic vitality of the metropolitan region and, therefore, indirectly benefit the economy of the entire State.

GOALS FOR LIGHT RAIL TRANSIT

The Joint LRT Advisory Committee has endorsed the following goals for the implementation of LRT in the Twin Cities:

- Maximize ridership and improve transit service by reducing travel time, operating in exclusive right-of-way where feasible, and providing a high quality of service.
- Improve cost-effectiveness of transit service.
- Improve service to transit dependents.

PLAN ORGANIZATION AND PROCESS

Legislation requires the RTB to prepare two specific plans:

- The Development and Financial Plan is to be prepared by the RTB in consultation with the Joint LRT Advisory Committee by February 15, 1990 and must have the following elements:
 - Staging Plan
 - Ten-Year Development Plan, including a statement of needs, objectives and priorities; ridership projections; and long-term capital funding policies.
 - Five-Year Development Plan, including policies regarding facility ownership, policies regarding funding capital and operating costs, and additional cost for tunnel construction.
- The Coordination Plan is to be prepared by the Joint LRT Advisory Committee and submitted to the RTB for approval by July 1, 1990.

The Joint LRT Advisory Committee, chaired by Hennepin County Commissioner John Derus, is composed of members from each of the Regional Railroad Authorities, the Minnesota Department of Transportation and the Metropolitan Transit Commission. The Joint LRT Advisory Committee reviewed all technical materials and made recommendations to the RTB on staging and financial policies. A Staff Committee composed of staff from the agencies represented on the Joint LRT Advisory Committee provided technical advice.

RECOMMENDED DEVELOPMENT PLAN

All corridors proposed in comprehensive LRT plans prepared by the Regional Railroad Authorities were considered candidate LRT corridors for the regional LRT plan. Patronage forecasts, cost estimates and other data to be used in the evaluation were analyzed and supplemented as necessary so that all corridors could be compared on an equal basis. The corridors were then evaluated on a comparative basis for inclusion in a maximum 20-year plan, a maximum 10-year plan and a 10-year staging plan. The criteria used to evaluate candidate LRT corridors were:

- Daily patrons per route mile
- Daily passenger miles

- Total annual cost per annual patron
- Total annual cost per passenger mile
- Service to transit dependents
- New transit riders
- Congestion relief
- Timing constraints
- Financial capabilities

Maximum 20-Year Plan

The maximum 20-year LRT plan is shown in Figure A. The RTB approved the plan as recommended by the Joint LRT Advisory Committee. The plan includes 123 miles of service and is estimated to cost \$1.9 billion (1988 dollars).

Maximum 10-Year Plan

The maximum 10-year LRT plan is shown in Figure B. The RTB approved the maximum 10-year plan as recommended by the Joint LRT Advisory Committee. The plan includes 83 miles of LRT service and is estimated to cost \$1.3 billion (1988 dollars).

Staging Alternatives

Three staging alternatives for the 10-year plan were developed for discussion by the Regional Transit Board, based on technical evaluation criteria rankings, recommendations from the Joint LRT Advisory Committee, and construction readiness. The staging approach selected by the RTB is shown in Figure C and summarized below:

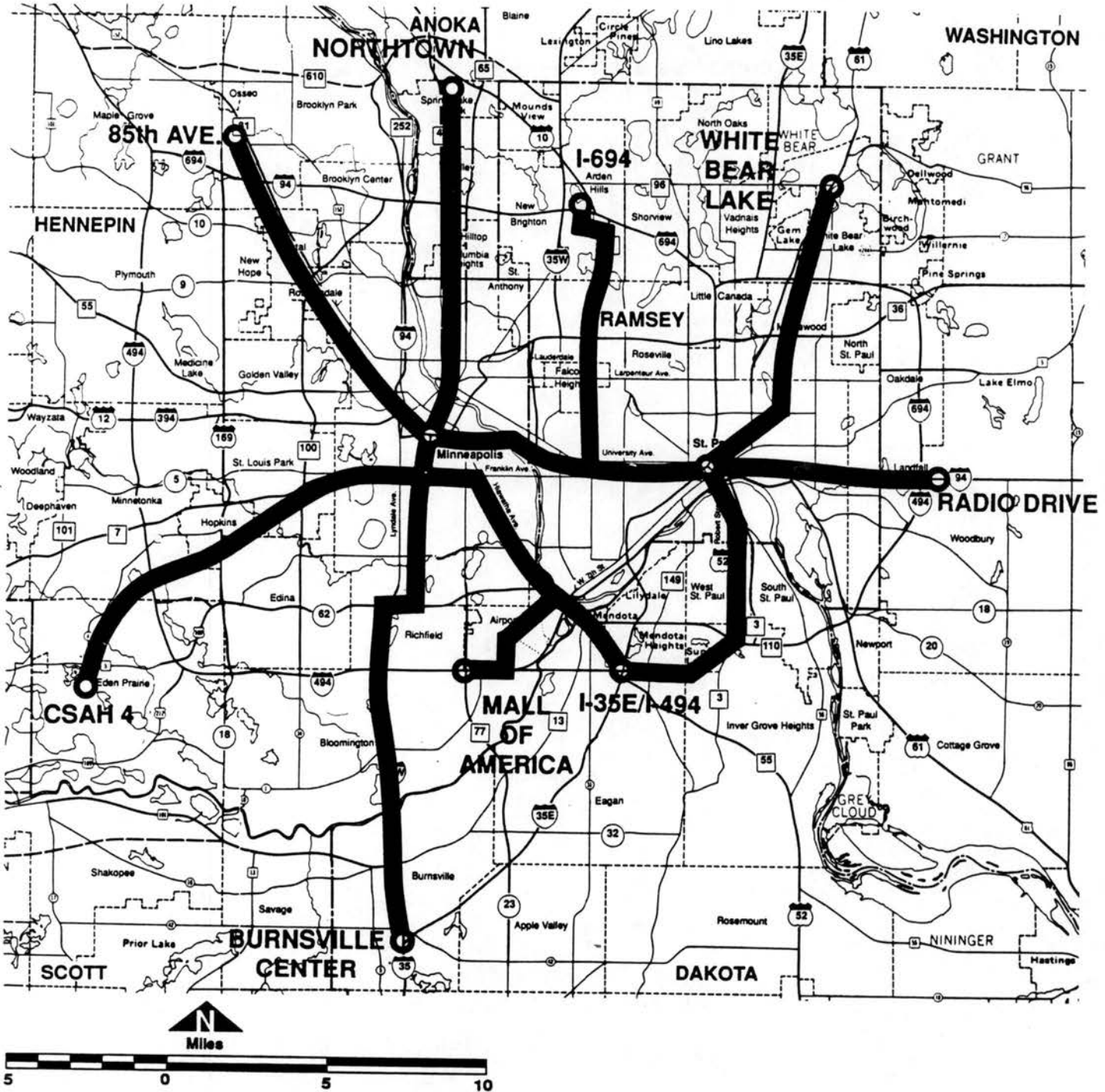
<u>Group</u>	<u>Corridors, Facilities, Extensions</u>
A	Central Corridor (CBD to CBD) St. Paul downtown loop Minneapolis downtown tunnel Yard and shop
B	Minneapolis tunnel to 29th Street Hiawatha Corridor to GSA building Minneapolis Northeast to Northtown Minneapolis Northwest to 63rd Avenue Minneapolis South to 96th Street St. Paul South to T.H. 110
C	Minneapolis Southwest to T.H. 169 St. Paul Northeast to I-694 St. Paul Northwest to County Road C Extension of Hiawatha to Lindbergh Terminal Extension of Minneapolis South to T.H. 13

RECOMMENDED FINANCIAL PLAN

Background information on financing alternatives for LRT was developed through a financial forum, case studies of LRT systems in other cities, and an analysis of potential sources of regional or local funding. Key recommendations on LRT financing are:

- The financial plan includes federal, state, regional, local and private sources. It is expected that the percentage of each of these sources will be different for different corridors and that sources will change over time.
- It should be the goal of the region to obtain at least 20 percent federal funding and 30 percent state funding for the ten-year LRT plan. RTB, in cooperation with the Regional Railroad Authorities, should seek federal funds for corridors which are strongest in meeting federal eligibility requirements to ensure the best change to maximize federal funding. Federal funding should be pursued for the Minneapolis South, Hiawatha and Minneapolis Northeast Corridors.
- Increased MVET funds and increases in the RTB property tax levy will be needed to supplement current transit operations funding for LRT operation.
- A budget of \$130 million/year (1988 dollars) was set for the first ten years. Therefore, \$650 million would be available for the years 1992 through 1996.
- Corridors which meet technical performance thresholds and have obtained the necessary environmental and design approvals should be eligible for up to 50 percent combined federal and state matching funds.
- The RTB should seek authorization from the Legislature for a regional tax to support the construction of LRT. Priorities are: (1) regional sales tax for broad-based transportation purposes, and (2) RTB debt service levy.
- Any regional tax should include a method for feathering (variable tax rates) or redistribution of taxes for those counties which contribute taxes, but receive limited short to mid-term benefits from the LRT system.
- The yards-and-shops should receive first priority in the allocation of state and regional funds. Advance funding for yards-and-shops by an individual regional railroad authority should be reimbursed when regional funding becomes available.
- The regional railroad authorities should retain their current property tax levy authority for LRT.
- The regional railroad authorities should be able to construct any LRT corridor within the maximum ten-year plan using 100 percent county funds if appropriate environmental and design approvals, including approval from the RTB, have been obtained. Advance funding for Group A and B corridors to the budgeted amount of construction should be reimbursed if regional need for the corridor is shown and regional funds are available.

- The regional railroad authorities should aggressively pursue private participation in the funding of LRT construction, particularly transit stations.
- A local share of 10 percent should be required for all corridors in Groups B and C. The local share would not be required for those corridors receiving federal funding.



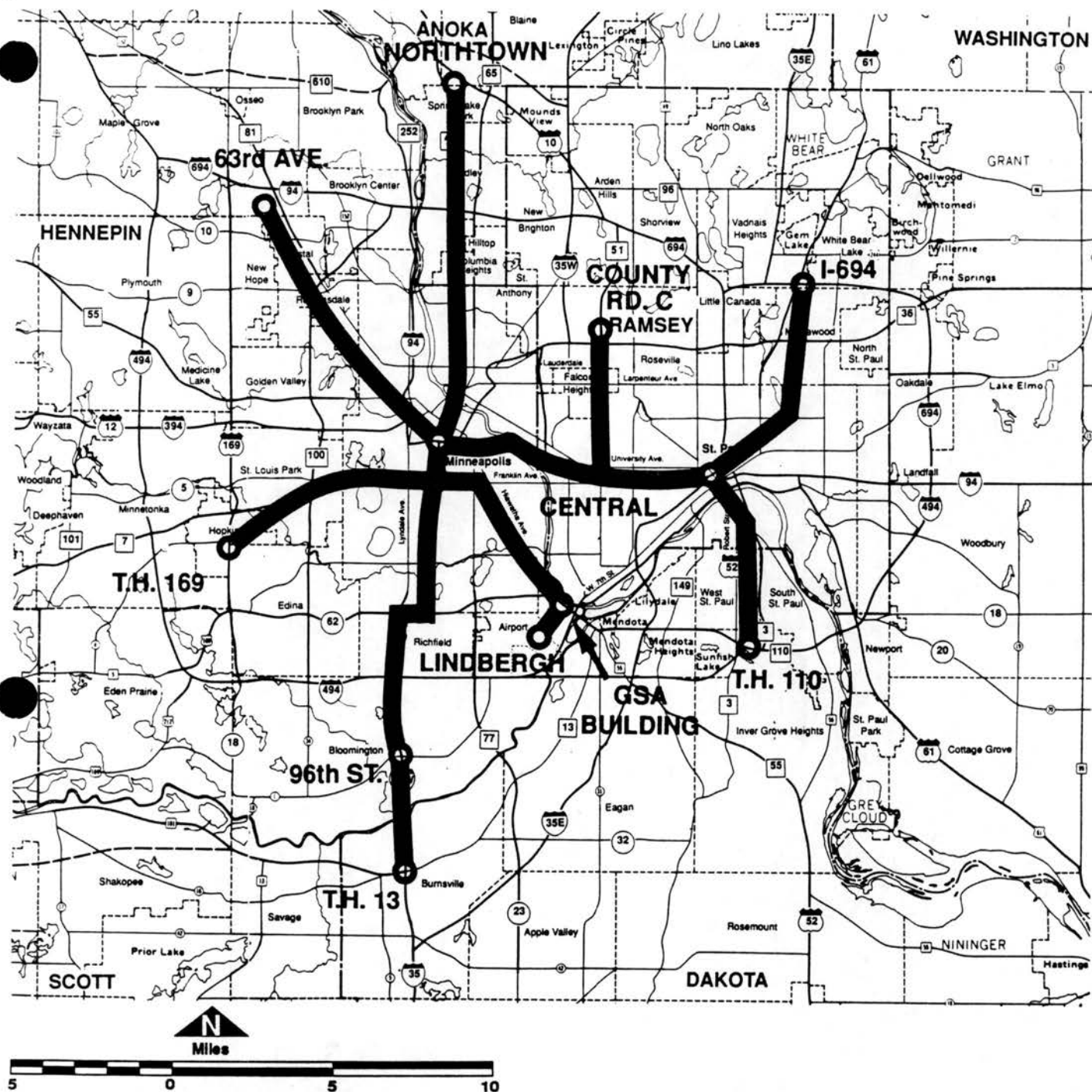
LIGHT RAIL TRANSIT DEVELOPMENT AND FINANCIAL PLAN

MAXIMUM 20 - YEAR LRT PLAN



FIGURE A

SRF/BRW/SPRINGSTED



LIGHT RAIL TRANSIT DEVELOPMENT AND FINANCIAL PLAN

MAXIMUM 10-YEAR LRT PLAN



FIGURE B



 GROUP A

 GROUP B

 GROUP C

STAGING FOR MAXIMUM 10-YEAR LRT PLAN



SRF/BRW/SPRINGSTED

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority		Board Action Requested
Originating Department		Coordination Plan for LRT.
<u>F. DeSpiegelaere</u>	<u>2/20/90</u>	<u>Discussion Only</u>
Authorized Signature	Date	

Request Justification

See memorandum from K. DeSpiegelaere with attachment.

Budgeting and Accounting <u>Ed Blantzy</u>	<u>2/21/90</u>	Date / Time Received By
County Attorney <u>Don Marshall</u>		
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
<u>February 27, 1990</u>	<u>F. L. Blendenburg</u>	<u>2/20/90</u>
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, Director of LRT Planning *KD*

SUBJECT: Coordination Plan for LRT

DATE: February 19, 1990

Legislation enacted in 1989 requires the preparation of a (1) Development and Financial Plan; and (2) Coordination Plan for LRT. The Coordination Plan has been initiated by the Joint LRT Advisory Committee and a copy of the workscope, schedule and budget for this plan is attached. The plan is to be completed by July 1, 1990.

Commissioners Hunt and Ahrens will be able to report to you at the February 27 Rail Authority meeting about the February 21 meeting of the Joint LRT Advisory Committee. The information attached is on the agenda for that meeting.

Ramsey County Regional Railroad Authority has to date taken no position on two important items to be addressed in this study: How should LRT be implemented (Task 1 in workscope) and who should implement it (Task 2 in workscope). The information developed in this study will be beneficial to the development of a position on these subjects by Ramsey County Regional Railroad Authority.

Recommendation:

For your information.

Attachments

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, St. Paul, Minnesota 55101
612/292-8789

DATE: February 13, 1990

TO: Joint Light Rail Transit Advisory Committee

FROM:  David Minister, RTB-LRT Development

SUBJECT: Workscope, Schedule and Budget for Preparing
Regional Coordination Plan for LRT

BACKGROUND AND DISCUSSION

The 1989 Minnesota Legislature directed the Regional Transit Board and the Joint LRT Advisory Committee to prepare a regional LRT plan for the Twin Cities metro area. This plan includes two components; the first, called the "LRT Regional Development and Financial Plan", was prepared in conjunction with the Joint LRT Advisory Committee and the staffs of the county RRA's, RTB, Metropolitan Transit Commission (MTC), Metropolitan Council and Minnesota Department of Transportation (Mn/DOT) with major assistance from the consultant team of SRF, BRW and Springsted. It has now been endorsed by the Metropolitan Council and is about to be submitted to the state legislature.

It is now time to begin preparation of the second component of the regional LRT plan, called the "LRT Regional Coordination Plan", which is to be prepared under the auspices of the Joint LRT Advisory Committee, and delivered to the RTB by July 1, 1990. In view of the time available between now and June 1990 (4 months) to prepare this plan and the significant and complex issues involved, it is staff's recommendation that consultant help be obtained, both to assist with the workload and to provide special knowledge and expertise.

Attached is a Draft Workscope, Schedule and Budget for Preparing the legislatively-mandated Regional Coordination Plan for LRT. This Draft is the result of a collaborative effort by the staffs of the regional railroad authorities, MTC, the Metropolitan Council, Mn/DOT and the RTB.

Note the schedule for the preparation of the Coordination Plan. After carefully reviewing the necessary steps (and minimum prudent time required for each step), staff's analysis shows it would take about 4 months to select a consultant team under a normal process, and about 2 1/4 months under a modified, expedited process. Even with approval of the expedited process, the Final Coordination Plan for LRT would not be completed until approximately September 1, 1990. However, it would still be possible for the Joint LRT Advisory Committee to submit a Draft Coordination Plan to the RTB by the legislatively-mandated date of July 1, 1990. All of the legislatively-mandated reviews would of necessity take place in July and August. I invite your comments on this latest schedule proposal.

Memo to: Joint Light Rail Transit Advisory Committee
February 13, 1990
Page Two

The proposed budget calls for the expenditure of some \$250,000 for consultants, a Peer Review Panel and miscellaneous out-of-pocket expenses. In addition, staff contributions would be required from the involved regional railroad authorities, MTC, RTB and the Metropolitan Council. Staff labor charges would be paid out of current agency budgets and not reimbursable.

RECOMMENDATION

That the Joint LRT Advisory Committee recommend approval of the attached Workscope, Schedule and Budget for preparing the LRT Regional Coordination Plan, and forward these recommendations to the Regional Transit Board.

RDM:cm

Attachments

cc: LRT Staff Committee

PROPOSED WORKSCOPE FOR PREPARING THE REGIONAL COORDINATION PLAN FOR LRT

Executive Summary

The 1989 Minnesota Legislature charged the Regional Transit Board with preparing a regional Light Rail Transit (LRT) plan for the Twin Cities Metropolitan Area. This plan includes two components; the first, termed the "Light Rail Transit Regional Development and Financial Plan", was completed in December 1989 and is scheduled to be submitted to the 1990 Legislature on February 15, 1990. It addresses the issues associated with staging and financing mechanisms.

The second component of the regional LRT plan, termed the "Light Rail Transit Regional Coordination Plan", is to be prepared under the auspices of the Joint LRT Advisory Committee and delivered to the RTB by July 1, 1990. The Coordination Plan will pick up where the Development and Financial Plan left off, and will address several key institutional and organizational issues regarding LRT design, construction, ownership and operation. It will also address a common set of general design criteria, performance specifications and an operating plan for implementing LRT on a coordinated regional basis for the seven-county metro area.

Task 1 of the LRT Coordination Plan work program will address overall approach should be used to implement a regional LRT system in the Twin Cities, starting with the Group 'A' implementation package (Phase One). Alternatives include: Traditional; Design-Build; Turnkey; Super-Turnkey; and hybrids or combinations of the above. The prior work done on this issue by the Hennepin County Regional Railroad Authority will be drawn upon and used as a starting point. The recommended approach will be directly related to and influenced by Task 2 below.

Task 2 will address which public agency or agencies would be best suited to implement a regional LRT system, starting with Group 'A' (Phase One) which lies in both Hennepin and Ramsey Counties. The capabilities and capacities of the various county regional railroad authorities, state Department of Transportation, Regional Transit Board, Metropolitan Transit Commission, etc., will be examined relative to the skills and resources needed to implement a multi-hundred-million-dollar rail transit project. An organizational chart and staffing plan will be developed for the recommended alternative.

Task 3 will develop an overall master program schedule and budget by line item and fiscal year for implementing Group 'A' and all or a portion of the Group 'B' lines. A detailed schedule and budget will be developed for the next two years, 1990 and 1991, and will identify critical-path activities, milestone events and dates, and responsible agencies/parties.

Tasks 4 and 5 will set forth a summary of the general design criteria, performance specifications and operating plan characteristics that are needed to define the kind of LRT system desired by the Twin Cities' region from a policy makers' perspective.

Tasks 6 and 7 will address planning processes and procedures for:

- 1) Changing and updating the regional LRT plan; and
- 2) Reviewing and providing input on proposed new land and transportation developments that may impact the viability and success of the regional LRT system.

Tasks 8, 9, and 10 deal with the necessary draft and final report preparations, a required peer group review by "national transit and light rail experts", and a required public hearing.

The current schedule calls for a first draft of the Coordination Plan to be reviewed by the Joint LRT Advisory Committee in June, a second draft to be delivered to the RTB by July 1, public and agency reviews during July and August, and a final report prepared by September 1, 1990.

The overall recommended budget for this effort is \$250,000, funded by the RTB, of which approximately \$200,000 would be used for consultant assistance.

Proposed Workscope for Preparing the Regional Coordination Plan for LRT

Legislative Mandate from Subdivision 3, Section 12 (473.399)-Coordination Plan.

TASK 1-IMPLEMENTATION STRATEGY

Under this task, several possible strategies for implementing a light rail transit system in the Twin Cities Metropolitan Area will be formulated, described, analyzed and evaluated. Such strategies should include the following:

- 1) Traditional—100% Design Packages (multiple); competitive bid process:

In the traditional method, the project manager or engineer specifies the system elements (vehicles, electrification, signals, communications, fare collection, etc.) or components of the system elements (substation equipment, catenary network, track material, etc.) and issues separate detailed specifications for bid. At the same time, the civil design is advanced to 100 percent drawings. Contracts are awarded for the system elements and components, and the contractors fabricate and furnish the equipment. The civil contract drawings are also issued for bid and awarded to the lowest responsible bidders; the contractors construct the LRT infrastructure. These construction contractors (or other contractors) could also install the electrification, signals, communication equipment, and fare collection. Upon completion, an operations contractor or a public agency operates the system.

Traditional contracting provides maximum control to the project owner, but also maximizes the number of interfaces which the owner must successfully coordinate.

- 2) Design-Build package—30% Design Packages (or Performance Specs for Systems/Elements), multiple packages; competitive bid process:

In the design/build method, the project manager or engineer advances the design to the performance specification level in the case of the systems elements and to 30 percent in the case of the civil design. The system elements each are awarded to contractors who design, furnish, and install the equipment. The 30 percent civil designs are issued for bid as design/build sections. Upon completion, an operations contractor or a public agency operates the system; the operations decision is made independently of the design and construction.

The design/build method sacrifices a modest degree of owner control, but enables suppliers to tailor final design to their own "off-the-shelf" products rather than having to "reengineer" to the owner's exact specifications. Unless properly specified and managed, this approach can have the effect of limiting competition, thus affording an advantage in subsequent extensions to those firms successful in the initial stage.

- 3) Full Turnkey—Design-build the entire Starter System in Group A, plus negotiate with MTC to operate for a minimum of 5 years; negotiated bid process:

In the turnkey method, the project manager or engineer advances the design as would be done in the design/build method, but the performance specifications and 30 percent design are issued for competition as one entire bid package. Having the project manager or engineer advance the design to 30 percent establishes the basic system parameters, allows for definitive cost estimation, and keeps the contingency margin reasonable.

The winning turnkey contractor completes the design in all areas and fabricates and furnishes the equipment for an agreed-upon price. The turnkey operator also operates the system, at an agreed-upon price, for a prescribed period to ensure reliability. A minimum period of 5 years is usually suggested as a reasonable time period to see if any problems develop.

Turnkey further lessens owner control, but transfers the responsibility for successful system operation to the turnkey contractor. Properly specified and managed, this approach focuses responsibility for cost and schedule performance, quality, and achievement of performance standards in a single entity. Properly done, this approach can remove many interface-related problems and claims.

- 4) Super Turnkey—Same as 3) above, but with the addition of financing all or part of the Starter System; negotiated bid process:

The super turnkey method is the same as the full turnkey approach, except that the super turnkey contractor is also made responsible for partial or total system financing and is usually involved in related land development "value-capture" projects. Financing might take the form of loans (e.g., vendor financing) or lease/buy-backs. There also could be a relationship of funding portions of the system, particularly at or around stations, through joint development.

The super turnkey approach makes one "super" contractor responsible for financial and land development arrangements, but is likely to require that public agencies cede substantial control over the precise details of the technical and physical solution to the super turnkey contractor.

- 5) Combinations of the above

There may be variations of the above strategies that are determined to have merit upon further investigation. If so, they will be brought forward to the LRT Advisory Committee for a decision as to their inclusion in the study.

The evaluation of the applicability of the alternative implementation methods will include the following criteria:

- Contractual, construction, and performance risk;
- Time schedule;
- Responsibility/accountability;
- Budget control/cost; and
- Quality.

All previous research and findings in this area, including the two previous conferences held in the Twin Cities to discuss the viability of "turnkey" and "super-turnkey" approaches to LRT implementation, will be made use of, so as not to duplicate previous efforts.

The experiences of other transit guideway turnkey projects will be drawn upon and the similarities and differences with the Twin Cities' situation and political organization assessed.

An honest, unbiased appraisal of the benefits, costs, risks, opportunities and obstacles to employing each of the various implementation strategies to design and construct a regional light rail transit system in the Twin Cities' Metropolitan Area will be presented.

An assessment will be made of the assignment of liabilities/risks under the various alternatives. An "optimum" implementation strategy which in the consultant's professional opinion would be "best" for the Twin Cities at this point in time will be recommended to the Joint LRT Advisory Committee and the Regional Transit Board.

The recommendation above is directly related to and influenced by Task 2 below.

TASK 2-ORGANIZATIONAL PLAN

Given the recommended overall implementation strategy in Task 1 above, the best organizational plan to carry it out will be analyzed and evaluated.

The capabilities and capacities of the current agencies responsible for LRT planning and engineering, including the counties' Regional Railroad Authorities, the Minnesota Department of Transportation, the Regional Transit Board, and the Metropolitan Transit Commission (the region's major transit operator) will be assessed to determine the advantages and disadvantages of assigning specific LRT implementation functions to each organization.

With the guidance of the Joint LRT Advisory Committee and their staff committee, several organizational scenarios will be identified for study. Several scenarios shall be formulated, developed and evaluated, which may include, but are not necessarily limited to the following:

- 1) Regional Railroad Authorities-multiple (current status quo);
- 2) One Regional Railroad Authority acting on behalf of all the others through a joint exercise of powers agreement(s);

- 3) Minnesota Department of Transportation-a new section within the existing Mn/DOT organization.
- 4) Regional Transit Board, with Joint LRT Advisory Committee as policy oversight committee;
- 5) Metropolitan Transit Commission;
- 6) New Transit Construction Authority;
- 7) Combinations of the above.

Organizational structures and staffing plans for carrying out the following major implementation functions will be described and evaluated:

- 1) Overall Program Management
- 2) Right-of-way Acquisition
- 3) Final Design
- 4) Construction/Construction Management
- 5) Operations
- 6) Quality Assurance/Quality Control
- 7) Program Management Oversight (PMO)
- 8) Financing and Grants Management
- 9) Program Administration and Accounting
- 10) Public Information, Outreach and Marketing

A preferred organizational structure, governing board, both policy and technical advisory committees as may be appropriate, and a staffing plan, including position types and requirements, will be recommended to the Joint LRT Advisory Committee.

Recommendations on a number of ownership issues, including but not necessarily limited to the following, will also be made:

- 1) Rights-of-way; Easements
- 2) Physical Improvements (Civil Works)
- 3) Light Rail Vehicles (LRV's)
- 4) Yards and Shops; Tools and Equipment
- 5) Non-Revenue Vehicles
- 6) Stations
- 7) Park-n-Ride Lots

Recommendations with regards to the need for, timing and contents of various master cooperative agreements necessary for implementing a light rail transit system in a multi-jurisdictional environment will also be made. Various responsible agencies having needed approval authority may include:

- 1) Mn/DOT
- 2) RTB
- 3) MTC
- 4) Counties
- 5) Cities
- 6) Park boards and commissions
- 7) Railroads
- 8) Utility companies
- 9) Federal agencies-e.g., Army Corps, Coast Guard, etc.
- 10) State Agencies-DNR. etc.

Cost participation policies for aspects of the light rail system, such as utilities, bridges, sidewalks, landscaping and other betterments or modifications, will be addressed. 

TASK 3-DEVELOP IMPLEMENTATION PLAN, SCHEDULE AND BUDGET

Based on input from and decisions reached in both Tasks 1 and 2 above, and on the Regional LRT Development and Financial Plan as recommended to the state legislature on February 15, 1990, an overall implementation plan listing key work tasks and milestone events will be developed. An overall master program schedule for the implementation of Group 'A' plus all or part of the Group 'B' LRT corridors in a 10 year timeframe will be produced. The critical path items will be identified.

Based on the overall master program schedule above, a detailed schedule for the first two years of the implementation program, 1990 and 1991, will be prepared. Any required UMTA Alternatives Analysis/DEIS studies and subsequent federal requirements and approvals will be included.

Based on the two schedules developed above, a budget by calendar years for carrying out the implementation plan (Group 'A' plus all or part of the Group 'B' corridors) will be developed. Appropriate amounts for escalation will be calculated.

The following major line items will be included at a minimum:

- 1) Planning and Environmental Studies;
- 2) Preliminary Engineering;
- 3) Final Design;
- 4) Rights-of-Way;
- 5) LRV Procurement;
- 6) Yards and Shops, non-revenue line(s);
- 7) Construction-Revenue Lines
A, B, C (and D if necessary);
- 8) Start-up and Pre-Revenue Testing;
- 9) Overall Program Management and Administration;
- 10) Contingency Reserve.

TASK 4-GENERAL DESIGN STANDARDS AND PERFORMANCE SPECIFICATIONS

The General Design Standards and System Performance Specifications, which are now being developed by consultants for the various regional railroad authorities, will be summarized and referenced here. A statement describing the overall system's purpose, goals and objectives shall be included. The overall LRT system's design philosophy-e.g., a "Ford" vs. a "Cadillac" design; high-speed, grade-separated, private right-of-ways vs. medium-speed, mostly at-grade, shared right-of-ways; single vs. double track; etc.-will be clearly articulated from a policy-maker's perspective.

The following is an outline of the sections which will be summarily defined and described for recommendation and approval by all agencies involved in light rail planning, funding and implementation:

- 1) General System Design Parameters and Performance Specs
- 2) Overall Design Philosophy
- 3) Light Rail Vehicles
- 4) Yards and Shops (including maintenance philosophy), and rationale for selecting the site for the yards and shops
- 5) Stations
- 6) Park-n-Ride Lots
- 7) Bus Transfer Facilities
- 8) Track System (including cathodic protection)
- 9) Electrification System (including primary power supply points)
- 10) Train Signal System

- 11) Traffic Signal System
- 12) Communications System
- 13) Fare Collections System
- 14) Elderly and Disabled Access Provisions
- 15) Signage/Graphics
- 16) Landscaping
- 17) Architectural Design Treatment
- 18) Others as may be appropriate

TASK 5-OPERATING PLAN AND PHILOSOPHY

This section will address numerous issues associated with the long-term operations and maintenance of the regional LRT system. Like the previous task, it will describe in general terms the key organization, operational and policy issues and indicate a work plan, process and schedule for the further detailed development and refinement of these as the implementation of LRT unfolds.

The following areas will be included:

- 1) LRT Operations and Maintenance
 - a) Organization within MTC; private vs. public management; separate division; union contract arrangements and issues; etc., etc.
 - b) Service Policies
 - c) Fare Policies
 - d) Maintenance Policies
 - e) Operators' Rule Book/Standard Operating Procedures
 - f) Safety Plan; Emergency Plans
 - g) Start-up Plan
 - h) Security Plan
 - i) Others as may be appropriate

- 2) Bus Operations
 - a) Guidelines for re-structuring bus service with LRT in place
 - b) Bus System Back-up Plan in Emergencies when LRT line is blocked or shut down
 - c) Others as may be appropriate
- 3) Public Information and Marketing Plan
 - a) During Design
 - b) During Construction
 - c) At Start-up
 - d) In Revenue Service
- 4) RTB/MTC Responsibilities
 - a) Funding of Net Operating Costs
 - b) Budget Reviews
 - c) Audits
 - d) Policies regarding service hours, fares, elderly & handicapped accessibility, parallel bus service, marketing, etc.

**TASK 6-PROCESS FOR UPDATING THE REGIONAL LRT
DEVELOPMENT, FUNDING AND COORDINATION PLANS**

This section will address a process for updating and amending the Regional LRT Plan, including the:

- Development/Staging Plan
- Financial Plan
- Coordination Plan

The Regional LRT Plan is planned to be reviewed annually and formally updated every two years as part of the RTB's Five-Year Transit Plan. The process and schedule for accomplishing this will be developed and described.

**TASK 7-PROCESS FOR REVIEWING AND PROVIDING INPUT
TO PROPOSED NEW LAND DEVELOPMENTS,
IMPACTING THE REGIONAL LRT SYSTEM**

This task will develop and describe a process whereby cities will automatically refer proposals for new developments that may impact the regional LRT system to the implementing agency, the RRA's, MTC, RTB and the Metropolitan Council, as may be appropriate, for review and comment. This procedure will build off of existing procedures whereby the cities refer development plans to affected agencies.

The Metropolitan Council may wish to establish some suggested guidelines for the type and form of development that would be most supportive of the region's investment in the LRT system.

The following issue areas will be included:

- 1) New developments within 2,000 feet of proposed LRT station sites
- 2) Protection/Preservation of R/W needed for LRT Implementation
- 3) Projects of region-wide significance (e.g., Mega-Mall, new airport, etc.)
- 4) Coordination with municipalities, counties and Metropolitan Council—need to review and update as may be appropriate existing land development review requirements and procedures

TASK 8-REPORTS

The following reports are envisioned to document the Regional Coordination Plan for LRT as it moves along in the development and review process:

	<u>Report</u>	<u>Due Date</u>	<u>Quantity</u>
1.	Drafts of Chapter(s) covering Task 1	April 30	100
2.	Drafts of Chapters covering Tasks 2 and 3	May 11	100
3.	Revised Drafts of Chapters covering Tasks 1, 2 and 3, plus First Draft of Complete Report (all chapters)	June 1	250
4.	Second Draft of Complete Report (following review by Joint LRT Advisory Committee)	July 1	250

	<u>Report</u>	<u>Due Date</u>	<u>Quantity</u>
5.	Pre-Final Report (revised based on input received from a Peer Review, a public hearing, and RTB Policy Committee review)	July 27	250
6.	Final Report (Revised based on reviews by the Metropolitan Council, the Mn/DOT Commissioner and the RTB)	August 24	400

TASK 9-PEER GROUP REVIEW

As specified in the legislation, a peer review group of "transit and light rail experts" will be selected with the help of the Joint LRT Advisory Committee and will review the Draft Coordination Plan. This will be scheduled for mid-July.

TASK 10-PUBLIC HEARING

As specified in the legislation, a public hearing will be advertised and held to receive comments from the public at-large and interested public agencies, businesses and civic groups. This will be scheduled for mid-July.

REVISED DRAFT (1/24/90)

PROPOSED SCHEDULE FOR THE DEVELOPMENT OF THE REGIONAL COORDINATION PLAN FOR LRT

	Milestone	Start Date	Finish Date
1.	Develop Outline of Workscope and Plan Contents	Jan. 5	Jan. 18
2.	Assign Workscope Responsibilities	Jan. 12	Jan. 18
3.	Select and Hire Consultant(s)	Jan. 18	March 30
4.	Draft Implementation Strategy Paper	April 2	April 30
5.	Review and Comments by LRT Advisory Committee	-----	May 9
6.	Draft Organization Plan Paper	April 2	May 11
7.	Draft Implementation Plan, Schedule and Budget	April 2	May 11
8.	Draft LRT Design Standards and Performance Criteria	Already Started	May 11
9.	Draft Operating Plan and Philosophy	Already Started	May 11
10.	Process for Updating the Regional LRT Plan	Feb. 15	May 11
11.	Process for Reviewing and Inputting to New Land Developments Impacting the Regional LRT System	Feb. 15	May 11
12.	Review and Comments by LRT Advisory Committee	-----	May 23
13.	Prepare First Draft Coordination Plan Report	May 14	June 1
14.	Review by LRT Advisory Committee	June 4	June 15
15.	Revise Coordination Plan as appropriate (Second Draft)	June 18	July 1
16.	Conduct Peer Review	-----	by mid July

Revised Draft
Proposed Schedule for the Development
of the Regional Coordination Plan for LRT
Page 2

	<u>Milestone</u>	<u>Start Date</u>	<u>Finish Date</u>
17.	Conduct Public Hearing	-----	by mid July
18.	Review by LRT Advisory Committee	-----	by end of July
19.	Review by RTB Policy Committee	-----	by end of July
20.	Revise Coordination Plan as appropriate (Pre-Final Report) and submit to the RTB	July 16	July 27
21.	RTB Reviews Plan and also submits it to the Metropolitan Council and Mn/DOT Commissioner for review and comments	July 30	Aug. 17
22.	Revise Coordination Plan as appropriate. Prepare Final Plan Report	Aug. 17	Aug. 24
23.	Distribute Final Plan to State Legislature and all affected agencies	-----	Sept. 1

**Proposed Budget
For Preparing the
Regional Coordination Plan for LRT**

<u>Element</u>	<u>Recommended Budget</u>
1. Consultant Team to do Tasks 1, 2, 3 and 8	\$200,000
2. Peer Review Group Expenses (Travel, Per Diem, Consultant Fees, etc.)	35,000
3. Miscellaneous and Contingencies (Advertising for Public Hearing, Out-of-Pocket Expenses, Etc.)	<u>15,000</u>
Total Recommended Budget	<u>\$250,000</u>

1/16/90

PREPARATION OF REGIONAL COORDINATION PLAN FOR LRT

ASSIGNMENT OF RESPONSIBILITIES

<u>Task</u>	<u>Lead Responsibility</u>	<u>Support Responsibility</u>
1. Implementation Strategy	Consultant	LRT Staff Committee
2. Organizational Plan	Consultant	LRT Staff Committee
3. Implementation Plan, Schedule and Budget	Consultant	LRT Staff Committee
4. General Design Standards and Performance Specs	HCRRRA/MTC/RTB	LRT Staff Committee
5. Operating Plan and Philosophy	MTC/RTB	LRT Staff Committee
6. Process for Updating the Regional LRT Plan	RTB	LRT Staff Committee
7. Process for Reviewing New Land Developments Impacting LRT	Metropolitan Council	LRT Staff Committee
8. Reports	Consultant	LRT Staff Committee
9. Peer Group Review	RTB	LRT Staff Committee
10. Public Hearing	RTB	LRT Staff Committee

1/30/90

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>Regional Railroad Authority</u>	<u>Board Action Requested</u>
<u>Originating Department</u>	Legislation
<u>K. DeSpiegelaere</u> <u>2/20/90</u>	<u>Discussion Only</u>
Authorized Signature Date	

Request Justification

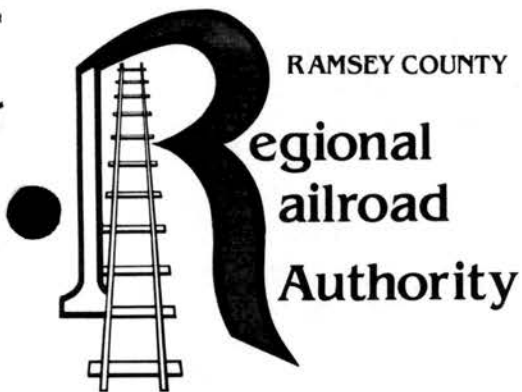
See attached memorandum from K. DeSpiegelaere.

<u>Budgeting and Accounting</u> <u>Ed Blantyne</u> <u>2/21/90</u>	<u>Date / Time</u> <u>Received By</u>
<u>County Attorney</u> <u>Don MacMillan</u>	
<u>Risk Manager</u>	
<u>Data Processing</u>	
<u>Previous Action taken on Request</u>	

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>February 27, 1990</u>	<u>F. L. Glendonning</u>	<u>2/22/90</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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, Director of LRT Planning *AD*

SUBJECT: Legislation

DATE: February 19, 1990

At your February 27 meeting, legislation will be discussed with you. A copy of legislation being prepared by the Regional Transit Board on funding for LRT is expected to be available later this week. Two hearings on LRT are scheduled at the Legislature during the week of February 19.

Commissioners Finley and Hunt will address current events relating to legislation at your meeting.

Recommendation:

For discussion.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority Originating Department <i>K. DeSpiegelaere</i> <u>2/20/90</u> Authorized Signature Date	Board Action Requested Authorize staff to negotiate a contract for Northeast Corridor Alignment Study with Strgar-Roscoe-Fausch, Inc. <u>Action is Requested.</u>
---	---

Request Justification

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

<i>Funds ARE Available</i> Budgeting and Accounting <i>Ed Stanley</i> <u>2/21/90</u> County Attorney <i>David Macmillan</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
<u>February 27, 1990</u>	<i>F. L. Glendenning</i>	<u>2/22/90</u>
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

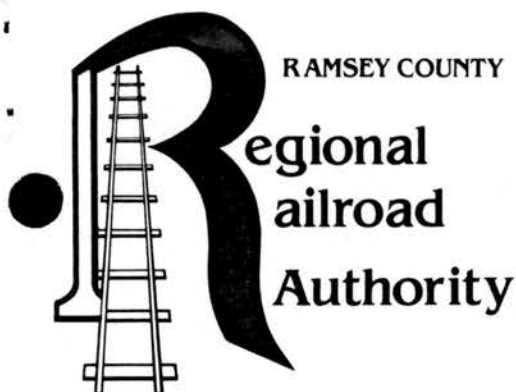
WHEREAS, Ramsey County Regional Railroad Authority Commissioners authorized a request for proposals for consultant services for an alignment study for the Northeast Corridor; and

WHEREAS, A committee of six has reviewed the proposals, listened to presentations from the two firms which submitted proposals, and made a recommendation that the team of SRF/DeLeuw, Cather be offered a contract; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority staff is authorized to negotiate a contract with SRF for an alignment study for the Northeast Corridor.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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

John T. Finley, Chairman

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MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KB*

SUBJECT: Consultant Selection for Northeast Corridor Alignment Study

DATE: February 14, 1990

The staff recommendation for consultant services for an LRT alignment study in the Northeast Corridor is that the team of Strgar-Roscoe-Fausch, Inc./DeLeuw, Cather & Company be selected to perform the work.

Proposals were received from Strgar-Roscoe-Fausch and from BRW. Both firms are located in Minneapolis. Presentations were made on February 14 to a group comprised of staff representatives from the City of St. Paul Public Works and Planning and Economic Development Departments, Regional Transit Board, and Ramsey County Regional Railroad Authority.

The cost for consultant services contained in the proposals was:

SRF - \$244,865
BRW - \$211,200

We were favorably impressed with the proposals, personnel, and presentations of both firms. Although their proposed budget is not the lowest, the recommendation of the staff group is to select SRF for these reasons:

- o Extensive experience in working with the City of St. Paul and Metro East area;
- o Depth of the environmental background of the team members;
- o Balanced approach since we are working with BRW on a project for LRT in the Midway Corridor;
- o Demonstrated sensitivity of the team to community issues and to building consensus.

A resolution approving the selection of the SRF team is attached. A contract will be prepared for your approval for a subsequent Regional Railroad Authority meeting.

Attachment

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> Authorized Signature <u>2/20/90</u> Date	<u>Board Action Requested</u> Comprehensive LRT Plan for Dakota County <u>Discussion Only</u>
---	---

Request Justification

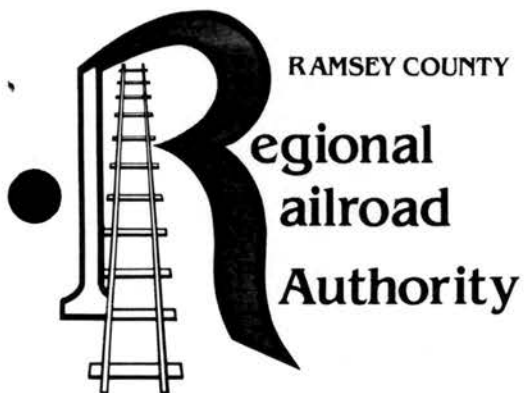
- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Excerpts from Dakota County Plan
 3. Recommended LRT Corridors - RCRRA Plan

<u>Budgeting and Accounting</u> <u>Ed Blautsky</u> <u>2/21/90</u> <u>County Attorney</u> <u>David Mac Miller</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	<u>Date / Time</u> <u>Received By</u>
---	--

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>February 27, 1990</u>	<u>F. L. Henderson</u>	<u>2/22/90</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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15 W. Kellogg Blvd.
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John T. Finley, Chairman

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Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere, Director of LRT Planning *KD*

SUBJECT: Comprehensive Light Rail Transit Plan for Dakota County

DATE: February 19, 1990

Dakota County Regional Railroad Authority has prepared a Draft Comprehensive Light Rail Transit Plan. The Executive Summary and the chapter on Financing are attached (Attachment 1).

Three potential LRT corridors are identified:

- o I-35W from downtown Minneapolis
- o T.H. 55
- o Robert Street/Lafayette Freeway from downtown St. Paul.

Jim Tolaas represented Ramsey County Regional Railroad Authority on the Technical Review Committee that met during the plan preparation.

One difference between the Dakota and Ramsey County plans is that the South/Southwest Corridor in Ramsey County's plan is no longer included in Dakota's plan. A copy of Ramsey County's proposed corridors is Attachment 2.

Dakota County Regional Railroad Authority is prepared to begin additional studies in cooperation with Ramsey County Regional Railroad Authority on the South Corridor.

Recommendation:

For your information.

Attachment

**DRAFT
COMPREHENSIVE LIGHT RAIL TRANSIT PLAN
FOR
DAKOTA COUNTY**

**PREPARED FOR
DAKOTA COUNTY REGIONAL RAILROAD AUTHORITY**

**PREPARED BY
STRGAR-ROSCOE-FAUSCH, INC.**

JANUARY, 1990

EXECUTIVE SUMMARY

- . The Draft Light Rail Transit (LRT) Plan for Dakota County recommends three corridors for construction in the next 20 years.
- . The LRT corridors will provide direct express service to downtown Minneapolis and St. Paul and will be integrated into a metropolitan LRT system.
- . LRT lines in Dakota County should be integrated into a county-wide transit system which provides both LRT feeder service and opportunities for transit trips within and across the county.
- . Overall ridership on the three LRT corridors is projected to be 60,000 to 75,000 per day by the year 2010 including 25,000 riders per day in Dakota County.
- . The recommended regional corridors are estimated to cost a total of \$626 million to construct. Capital costs attributable to the Dakota County portions of the corridors are estimated at 40 percent of this total.
- . LRT in Dakota County has the potential to reduce traffic congestion on key river crossings and highways, to delay or reduce the need for roadway improvements, to promote efficient land-use and economic development, and to improve overall mobility.
- . Through active participation in the regional planning process for LRT, the County can ensure that local financial support for LRT is in relation to the benefits received.

WHAT IS THE PURPOSE OF THE LRT SYSTEM PLAN?

The plan evaluates the feasibility of implementing an LRT system in Dakota County within the next 20 years. The plan is based upon goals established by the Dakota County Regional Railroad Authority:

1. To identify potential LRT corridors.
2. To evaluate the impact of LRT development in adjacent counties.
3. To evaluate the relationship between LRT and other transportation components.

4. To develop a process for preserving LRT options.
5. To integrate LRT strategies into an overall County Transportation Plan.

WHAT LRT CORRIDORS ARE PROPOSED IN THE PLAN?

The three LRT corridors proposed for construction in the next 20 years are shown in the attached figure. All corridors are extensions of LRT corridors proposed by other counties and connect with downtown Minneapolis and St. Paul. The corridors represent general paths for LRT lines. More detailed studies are needed to recommend specific alignments. Corridors with long-range (post 20-year) potential for LRT include Cedar Avenue, I-35E, the Soo Line Railroad, and various cross-county connections.

HOW MANY PEOPLE WILL RIDE THE LRT SYSTEM?

The projected year 2010 daily ridership for the three corridors is 60,000 to 75,000. Daily ridership on the West (I-35W) corridor is estimated to be approximately 30,000, on the Central (Hiawatha) 19,000, and on the East (Robert/Lafayette) 19,000. About 40 percent of this ridership is expected to occur in Dakota County. Ridership within the County will be approximately 5,000 riders per day on the West, 3,000 on the Central, and 17,000 on the East Corridor.

HOW MUCH WILL THE LRT SYSTEM COST TO BUILD?

The total estimated construction cost for the recommended corridors extending into Dakota County is estimated at \$626 million. The total cost within Dakota County is estimated at \$251 million. Particular alignments chosen for implementation may result in somewhat different costs.

WHAT ARE THE BENEFITS OF LRT IN DAKOTA COUNTY?

An LRT system in Dakota County has the potential for:

- . Relieving congestion on critical roadways and bridges. Congestion is severe in many places and getting worse. All of the corridors under consideration for LRT in the County include river crossings that currently experience or will experience major traffic congestion. LRT can attract people from their automobile thus relieving peak hour traffic. The need for certain highway improvements may be reduced or delayed.

- . Directing efficient community growth. LRT can focus new development or revitalization to occur in accordance with local plans. Areas around station locations, in particular, may present significant development opportunities.
- . Integration with new bus service resulting in improved overall mobility for County residents. LRT will be accompanied by redesigned bus service which will improve overall transit services in the county.

HOW WILL THE LRT SYSTEM BE FINANCED?

A variety of funding sources are possible for constructing the LRT system. A mix of local, regional, state and federal funding is likely. Possible sources at the county or regional level include the property tax or sales tax. State sources could include motor vehicle registration fees, or a motor vehicle excise tax. Federal funds would consist of grants. Private sources may provide limited revenues for station development. Dakota County believes its financial participation must be based on direct benefit to be received from the system.

WHAT ARE THE NEXT STEPS FOR IMPLEMENTING LRT IN DAKOTA COUNTY?

The Dakota County Regional Railroad Authority (DCRRA), comprised of the Board of Dakota County Commissioners, currently has the authority to plan and implement LRT in Dakota County. The DCRRA commissioned the development of the LRT System Plan to define the recommended strategy for LRT in the County.

The Regional Transit Board (RTB) is developing a regional LRT plan to coordinate the efforts of individual counties. The regional plan will identify the phasing and financing of LRT in the metropolitan area. All of the recommended corridors for Dakota County are included in the RTB's preliminary 20-year LRT Plan. Dakota County is actively participating in this planning process. More detailed alignment studies, environmental impact studies, and preliminary engineering for recommended corridors will be needed before final design and construction can begin. Public review and comment will be an integral part of the decision-making process.

In the West Corridor, a preferred transit alternative has not yet been selected for I-35W. Should LRT be the preferred alternative in the I-35W Environmental Impact Study being conducted by the Minnesota Department of Transportation (Mn/DOT), Dakota County should coordinate with Mn/DOT and the Hennepin County Railroad Authority (HCRRA) to assure that the design allows for the extension of LRT across the Minnesota River and to Burnsville Center.

In the Central Corridor, the County should work with Mn/DOT and HCRRA to incorporate provisions for LRT into the proposed rehabilitation of the Mendota Bridge. The extension of LRT to I-494/I-35E in Dakota County would be particularly cost-effective if such a rehabilitation is accomplished.

In the East Corridor, a more detailed corridor study is planned with the purpose of selecting a preferred alignment and terminus and determining environmental review requirements. In cooperation with the Ramsey County Regional Railroad Authority, the County will more fully evaluate the benefits and impacts of LRT in this corridor.

In addition, the County will continue to prepare for LRT implementation by preserving right-of-way and developing interim transit services. Additional study is needed to determine right-of-way requirements and availability in all corridors. The County should, wherever possible, preserve needed right-of-way for the future provision of light rail transit. The development of interim transit services is also recommended. The reconfiguration and expansion of local bus services, provision of park-and-ride lots, and the use of High Occupancy Vehicle lanes in potential LRT corridors will help establish a basic foundation of transit services complementary to LRT.

CHAPTER 6 METHODS OF FINANCING

The Regional Transit Board has recently made recommendations regarding LRT financing as part of its draft Regional LRT Development and Financial Plan. Hennepin, Ramsey and Anoka Counties have previously provided recommendations for the use of revenue sources to finance construction of LRT in their respective counties (see Table 9). A brief summary of the regional recommendations on financing are provided below:

FEDERAL FUNDING

Federal funding for LRT is provided by the Urban Mass Transportation Administration. However, UMTA currently has an annual expenditure of approximately \$400 million to fund 60-65 project requests with a total cost of \$28 billion. As a result, it is likely that only the highest ranked corridors regionally will receive any federal funding.

The regional recommendation is to maximize federal funding in spite of the constraints by pursuing federal funding for specific corridors which appear to have the best chance of receiving UMTA approval. These corridors include both the I-35W and the Hiawatha Corridors.

STATE FUNDING

The only current state funding for LRT is from the Motor Vehicle Excise Tax (MVET) which is collected on sales of new and used vehicles. A small portion of these monies have been made available for LRT planning and design. MVET funds are also used to fund transit operations in the metropolitan area.

The regional recommendation is to seek 50% combined state and federal funding for LRT construction without recommendation of a specific source of revenue for state support. An increase in MVET funds to support the operation of LRT, in addition to continued use of these funds for broad transit operations, is also recommended in the regional plan.

REGIONAL FUNDING

Currently, the only source of regional/local revenues for LRT is a property tax levy by the Regional Railroad Authorities. Each county has the authority to levy up to 0.4835 percent times the county's estimated market value.

TABLE 9
SUMMARY OF REVENUE SOURCES SUPPORTED IN OTHER COUNTY LRT PLANS

	Hennepin County	Ramsey County	Anoka County
County/Regional Taxes:			
Property	Supported	--	Supported
Sales & Use	--	Supported	--
Personal Income	--	--	--
Payroll	--	Supported	--
State/Transportation-Related Sources:			
Motor Vehicle Reg. Fee	--	Supported	Supported
Motor Vehicle Excise Tax	Supported	Supported	Supported
Motor Vehicle Fuel Tax	--	Supported	--
Drivers' License Fee	--	--	Supported
Private/Value Capture Sources:			
Tax Increment Financing	Supported	--	--
Special Assessments	--	--	--
Impact Fees	--	--	--
Federal Funding:			
Grants	Supported	Supported	Supported

Several other potential regional/local financial options were investigated as part of the Regional LRT Development and Financial Plan including property tax, a regional sales tax, sales tax on gasoline, payroll tax, 40% of the new growth in fiscal disparities contributions, and hotel/motel taxes. The draft Regional LRT Development and Financial Plan gives first priority to a regional sales tax, second priority to use of the RTB's debt service levy (a regional property tax), and third priority to use of 40% of the new growth in fiscal disparities.

Other key recommendations in the draft plan regarding regional financing are:

- . Feathering or redistribution of taxes in relationship to the benefits received from LRT.
- . Linkage of LRT funding to a broader funding package for other transportation/transit needs in the metropolitan area.

LOCAL FUNDING

The RTB's draft plan recommends that the Regional Railroad Authorities retain their property tax levy authority for LRT. In addition, the plan recommends that a 10% local share be required for LRT construction unless the corridor includes federal funding. The plan also provides for a mechanism whereby counties may proceed with local funding of corridors in the ten-year plan with the opportunity for payback when regional funds are available. Counties may also build LRT corridors not in the regional ten-year plan with 100% local monies.

PRIVATE FINANCING

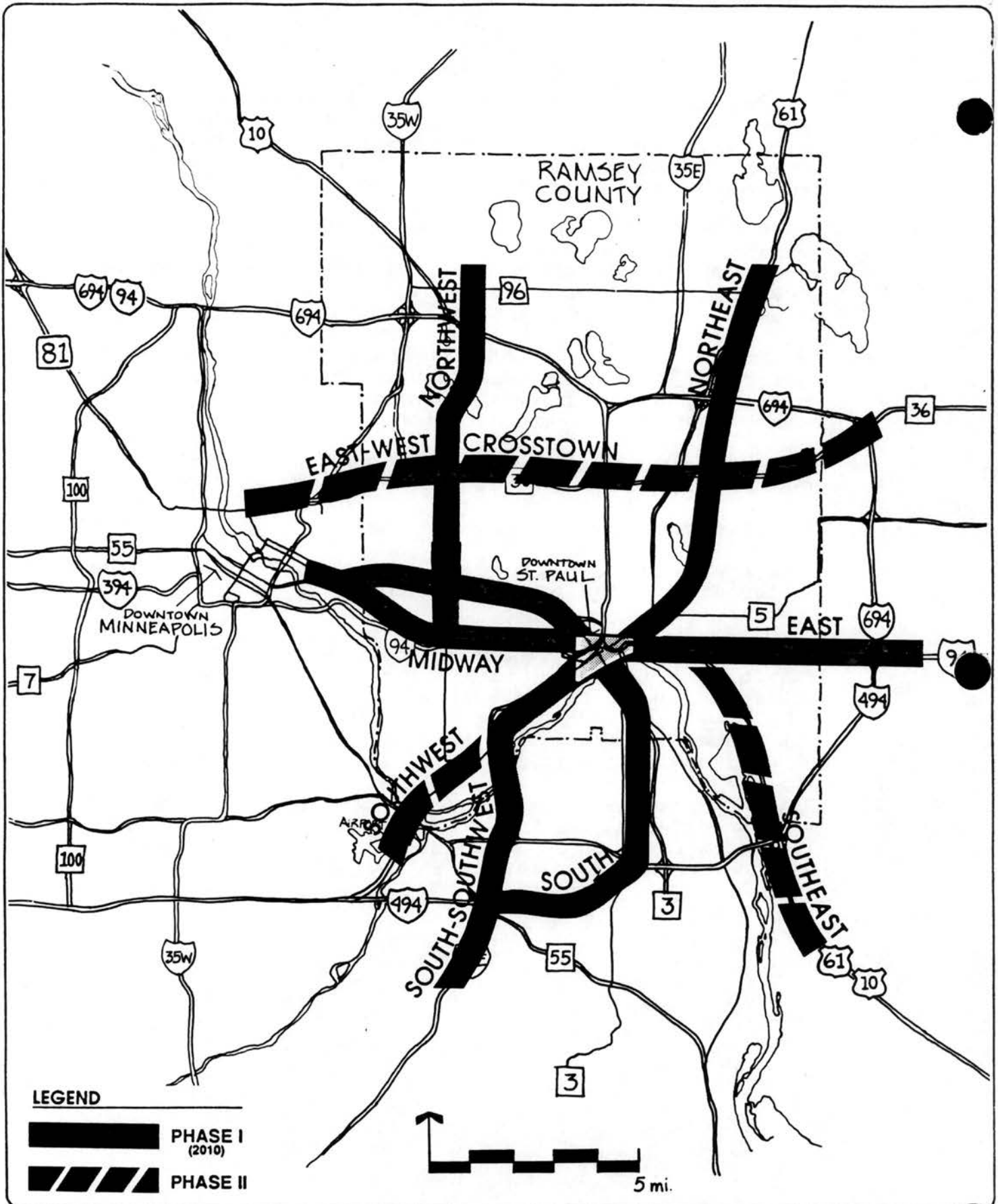
The RTB draft plan recommends that Regional Railroad Authorities aggressively pursue private financing of appropriate LRT facilities such as transit stations.

DCRRA POLICIES ON LRT FINANCING

The DCRRA has recently begun the study of financing options for LRT in Dakota County. The first step in that process has been to set forth a series of general principles that would apply to the financing plan regardless of the revenue sources. These principles are stated below and are the founding of the County's position on financing LRT:

1. The County's financial participation is contingent upon the demonstration of the long-run financial viability of the construction and operation of a light rail transit system.

2. The County recognizes that the construction of a viable system is a long-run process. Service to the County will follow construction of a core system. However, the County's financial participation is based on direct benefit to be received from the system.
3. Light rail transit is one part of an integrated transportation system. The Metropolitan Council should determine the benefits received and the subsidies to be given for all aspects of the transportation system as part of an evaluation of light rail transit funding.
4. If Dakota County is not to receive light rail transit service in the foreseeable future, then other transportation system improvements must be made as a condition of the County's financial participation.
5. Revenue sources selected for support of capital costs must not preclude the financial feasibility of system operations.
6. The plan must be based on more than one source of revenue.
7. Dakota County must play an active role in the planning, implementation and administration of the light rail transit system.
8. The evaluation of financing options should consider the feasibility of giving each County flexibility in financing its contribution to the system.
9. The system has state-wide benefits. The finance plan should be designed with a realistic appraisal of those benefits.
10. Private revenue sources (such as impact fees, special assessments and capture of increased property values) from light rail transit beneficiaries should be used to the greatest extent possible in an overall financing strategy.



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Regional Railroad Authority Originating Department <u><i>F. Hespeler</i></u> <u>2/20/90</u> Authorized Signature Date	Board Action Requested Ratify Partial Payment No. 3 to BRW, Inc. in the amount of \$11,462.24. * Action is required.
--	--

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor. Contract No. RCRRA-89-003 governs the performance of services and terms of payment. Payment in the amount of \$11,462.24, for the period ending November 30, 1989, has been issued in accordance with contract provisions and Rail Authority Resolution No. R-89. Payment documentation is being submitted for ratification in compliance with the latter. Attachments are:

- 1) Proposed resolution ratifying payment
- 2) Accounts Payable form and Partial Payment No. 3
- 3) BRW, Inc. Invoice No. 56406

Budgeting and Accounting <u><i>Ed Blum</i></u> <u>2/21/90</u> County Attorney <u><i>Bill Macmillan</i></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
February 27, 1990	<u><i>F.L. Glendinning</i></u>	<u>2/22/90</u>
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-89-003, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through November 30, 1989; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 89-003, the Ramsey County Regional Railroad Authority authorized (Resolution R89-) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, BRW, Inc. Invoice No. 56406, Partial Payment No. 3, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through November 30, 1989; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$11,462.24 for Ramsey County Regional Railroad Authority's share of services rendered through November, 30, 1989, is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date January 8, 1990
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA	1	
	803	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code				
RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$11,462.24
15-17	18-20	21-25	26-31	32-41

\$11,462.24
Total

(4) PAY TO: 2
 8 First Name & Initial 9-22
PN, Inc.
 Last Name or Firm Name 23-52
Thrasher Square
53-76
3 700 Third Street South
 8 Address 9-32
Minneapolis MN 55415
 City State Zip Code 55-59
 Soc Sec No OR
 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Phase I PE/EIS Studies for Midway Corridor
9-60
5 Contract Agreement BA-89-003; Agreement PA 800
 Acct. 59103-020102; 11/30/89; Partial Pymt. No. 3
9-60

For Risk Management
Use Only

6 8 9-24
 Last Name First Name

(6) SEND TO: _____ Use only if Payee and/or
 Address differs from
 Address _____ Item 4

(7) Attach to the back of this form: Original Invoices, Receipts, Certified Claims
 or other documents.

Preparer's Signature: /s/ Dette Kurych

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

Authorized Signature: R. K. Kurych

NOTE: The vendor's Social Security Number will be used to report taxable income to the
 Internal Revenue Service. This data is considered private under Minnesota
 Statutes 15.165, but we will not be able to process this claim without it.

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 3

PREPARED BY: [Signature]

PROJECT: PHASE I PE/EIS STUDIES FOR THE MIDWAY CORRIDOR
CONTRACT AGREEMENT NUMBER RCRRA-89-003

ENTERED BY: [Signature]

PROJECT COST CENTER: 59103

AGREEMENT NO: PA 800

DATE: 03 JAN 89

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

CONTRACTOR: BRW, INC.
THRESHER SQUARE
700 THIRD STREET SOUTH
MINNEAPOLIS, MN 55415

ACCOUNT NUMBER 59103-020102

PERCENT COMPLETED

TOTAL VALUE OF WORK CERTIFIED - 30 NOV 89

LESS 5% RETAINAGE

AMOUNT DUE

LESS PREVIOUSLY APPROVED PAYMENTS:

4.1
\$60,033.80
\$3,001.70
\$57,032.10
\$44,119.70

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$12,912.30

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND
FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 5	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 6	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 7	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 8	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT TOTAL:	\$50,459.68	\$6,572.45	\$57,032.13

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:

\$1,398,039.

LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)

\$57,032.

AMOUNT REMAINING ON AGREEMENT

\$1,341,006.



MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST PETERSBURG

INVOICE
56406Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237DATE: ~~October 31, 1989~~ ^{Nov. 30, 1989}JOB NO: 41-8923 through
41-8936, 62-8944INVOICE PERIOD: ~~October 1 - October 31, 1989~~ ^{Nov 1 - Nov 30, 1989}
INVOICE DATE: ~~October 31, 1989~~ ^{Nov 30, 1989}
FEDERAL TAX ID NUMBER: 41-16252721/2/90

For Professional Services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRRA 89-003.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 12,065.52	\$ 41,049.94	\$ 53,115.46
o Less 5% Retainage	603.28	2,052.50	2,655.78
o Due This Billing	\$ 11,462.24	\$ 38,997.44	\$ 50,459.68
Hennepin County RRA	\$ 1,526.44	\$ 5,391.93	\$ 6,918.37
o Less 5% Retainage	76.32	269.60	345.92
o Due This Billing	\$ 1,450.12	\$ 5,122.33	\$ 6,572.45

NOTE: See the attached details on cost by work tasks and allocation of cost to each RRA.

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

BRW, INC.

David M. Warner, PE
Senior Associate

ATTACHMENT NUMBER 1 TO AGREEMENT RCRA - 89-003
 COST DETERMINATION BY WORK TASK FOR RCRA AND HCRA
 FILENAME: 89003_1

WORK TASK	JCE NUMBER	LABOR \$	DIRECT EXPENSES \$	TOTAL	RCRA ALLOCATION AMOUNT	HCRA ALLOCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$502.25	\$2.80	\$505.05	89%	\$449.49
1 PROJECT INITIATION	41-8924	\$387.50	\$3.50	\$391.00	88%	\$344.08
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$4,892.25	\$84.96	\$4,977.21	90%	\$4,479.49
3 SYSTEM PLANNING AND ENGINEERING	41-8926, 62-8944	\$6,760.75	\$85.45	\$6,846.20	88%	\$6,024.66
4 ROUTE ENGINEERING AND DESIGN	41-8927	\$647.50	\$0.00	\$647.50	88%	\$569.80
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928	\$0.00	\$0.00	\$0.00	90%	\$0.00
6 SUPPORT FACILITIES	41-8929	\$0.00	\$0.00	\$0.00	100%	\$0.00
7 COST ANALYSIS	41-8930	\$0.00	\$0.00	\$0.00	88%	\$0.00
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931, 41-8936	\$0.00	\$0.00	\$0.00	90%	\$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90%	\$0.00
10 ENVIRONMENTAL STUDIES	41-8933	\$225.00	\$0.00	\$225.00	88%	\$198.00
11 SELECT LOCALLY PRE- FERRED ALTERNATIVE	41-8934	\$0.00	\$0.00	\$0.00	88%	\$0.00
12 WORK PROGRAM- PHASE II PRELIMINARY ENGINEERING	41-8935	\$0.00	\$0.00	\$0.00	88%	\$0.00
TOTAL		\$13,415.25	\$176.71	\$13,591.96		\$12,065.52

ATTACHMENT NUMBER 3

AGREEMENT NO. RCRRA - 89-003

INVOICE PERIOD: October 1, 1989 - October 31, 1989

Direct Expenses

BRW Graphic Reproduction Department	\$ 46.80
Mileage/Parking	75.57
Outside Reproduction/Photo	<u>54.34</u>
	\$ 176.71

Subcontractors

None This Month	\$ 0.00
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BRW INC
THRESHER SQUARE, 700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

GRAPHIC
REPRODUCTION
DEPARTMENT

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

JOB NO.

41-8923 through 41-8936,
62-8944

Project Name: Midway LRT

CAMERA DEPARTMENT

Date	Quantity	Description	Unit Price	Total
11/29/89	1	Camera Work for Newsletter	\$ 1.15	\$ 1.15
11/30/89	1	Meeting Handouts	2.25	2.25

Subtotal Camera Department \$ 3.40

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
11/1/89	10	10	Meeting Handouts	\$.04	\$ 4.00
11/8/89	1	75	MCTF Meeting Notice	.04	3.00
11/27/89	10	55	MCTF Mailing	.04	22.00
11/27/89	2	55	MCTF Mailing	.04	4.40
11/27/89	7	20	MCTF Mailing	.04	5.60
11/27/89	2	20	MCTF Mailing	.04	1.60
11/30/89	70	1	Meeting Handouts	.04	2.80

Subtotal Xerox Department \$ 43.40

TOTAL DUE THIS INVOICE \$ 46.80

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Regional Railroad Authority

Originating Department

R. Uespiegelaew

Authorized Signature

2/20/90

Date

Board Action Requested

Ratify Partial Payment No. 4 to BRW, Inc. in the amount of \$25,132.71.

*** Action is required.**

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of BRW, Inc. for the purposes of conducting Phase I Preliminary Engineering/Environmental Impact Statement Studies for the Midway Corridor. Contract No. RCRRA-89-003 governs the performance of services and terms of payment. Payment in the amount of \$25,132.71 for the period ending December 31, 1989, has been issued in accordance with contract provisions and Rail Authority Resolution No. R-89 . Payment documentation is being submitted for ratification in compliance with the latter. Attachments are:

- 1) Proposed resolution ratifying payment
- 2) Accounts Payable form and Partial Payment No. 4
- 3) BRW, INC. Invoice No. 56832 and attachments

Budgeting and Accounting

Ed Blawitz 2/21/90

County Attorney

David W. Miller

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

February 27, 1990

Board Date

J. L. Glendonning

Signature

2/22/90

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of BRW, Inc. for the purpose of conducting Phase I Preliminary Engineering/Environmental Impact Statement studies for the Midway Corridor; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-89-003, and the First Amendment thereto, govern the performance of services of and terms of payment to BRW, Inc.; and

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through December 31, 1989; and

WHEREAS, To ensure timely payment for services rendered in accordance with Agreement No. RCRRA 89-003, the Ramsey County Regional Railroad Authority authorized (Resolution R89-) the Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89- requires submittal of invoice and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; Now, Therefore, Be It

WHEREAS, BRW, Inc. Invoice No. 56832, Partial Payment No. 4, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through December 31, 1989; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$25, 132.71 for Ramsey County Regional Railroad Authority's share of services rendered through December 31, 1989 is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date Feb. 12, 1990

(2) Appropriation Item Consulting Services

For Accounting Use Only			
Claim #		Date Paid	
CA	PA 800	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$25,132.71
15-17	18-20	21-25	26-31	32-41

\$25,132.71

Total

(4) PAY TO: 2 8 First Name & Initial 9-22
BNW, Inc.

Last Name or Firm Name	23-52
Thresher Square	

53-76

3	700 Third Street South	55-70
8	Address	9-32
	Minneapolis, MN	

Soc Sec No - - -
OR

City	State	33-54	Zip Code	55-59	Fed Tax ID	60-71
------	-------	-------	----------	-------	------------	-------

(5) On Check Stub Put: 4 Partial Pymt. 4; Phase I PE/EIS Studies for Midway Corridor
9-60
5 Agreement PA 800; Acct. 59103-020102, 12/31/89
9-60

For Risk Management
Use Only

8 9-24

Last Name	First Name
...	...

(6) SEND TO: _____ Use only if Payee and/or
Address differs from
Address Item 4

(7) Attach to the back of this form: Original Invoices, Receipts, Certified Claims or other documents.

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: *H. Desautels*

NOTE: The vendor's Social Security Number will be used to report taxable income to the Internal Revenue Service. This data is considered private under Minnesota Statutes 15.165, but we will not be able to process this claim without it.

BA-354 (02 - 89)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 4

PREPARED BY: 
ENTERED BY: 

PROJECT: PHASE I PE/EIS STUDIES FOR THE MIDWAY CORRIDOR
CONTRACT AGREEMENT NUMBER RCRRA-89-003

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

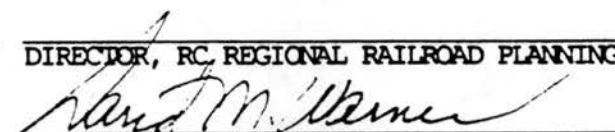
DATE: 05 FEB 89

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

CONTRACTOR: BRW, INC.
THRESHER SQUARE
700 THIRD STREET SOUTH
MINNEAPOLIS, MN 55415

ACCOUNT NUMBER 59103-020102	PERCENT COMPLETED	6.
TOTAL VALUE OF WORK CERTIFIED - 31 DEC 89		\$89,904.6
LESS 5% RETAINAGE		\$4,495.2
AMOUNT DUE		\$85,409.4
LESS PREVIOUSLY APPROVED PAYMENTS:		\$57,032.1
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$28,377.3</u>

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND
FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

DATE	DIRECTOR, RC REGIONAL RAILROAD PLANNING
2/5/90	
DATE	CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 6	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 7	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 8	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT TOTAL:	\$75,592.39	\$9,817.04	\$85,409.43

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$1,398,039.1
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$85,409.4
AMOUNT REMAINING ON AGREEMENT	<u>\$1,312,629.1</u>



MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST PETERSBURG

INVOICE
56832

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

DATE: December 31, 1989

JOB NO: 41-8923 through
41-8936, 62-8944,
62-8954, 26-8956,
62-9004, 62-9008

INVOICE PERIOD: December 1 - December 31, 1989

INVOICE DATE: December 31, 1989

FEDERAL TAX ID NUMBER: 41-1625272

For Professional Services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRRA 89-003.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 26,455.48	\$ 53,115.46	\$ 79,570.94
o Less 5% Retainage	1,322.77	2,655.78	3,978.55
o Due This Billing	\$ 25,132.71	\$ 50,459.68	\$ 75,592.39
Hennepin County RRA	\$ 3,415.36	\$ 6,918.37	\$ 10,333.73
o Less 5% Retainage	170.77	345.92	516.69
o Due This Billing	\$ 3,244.59	\$ 6,572.45	\$ 9,817.04

NOTE: See the attached details on cost by work tasks and allocation of cost to each RRA.

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

BRW, INC.

David M. Warner, PE
Senior Associate

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA - 89-003
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA
 INVOICE PERIOD : DECEMBER 1, 1989 - DECEMBER 31, 1989
 FILENAME: 89003_1

WORK TASK	JOB NUMBER	LABOR \$	DIRECT EXPENSES \$	TOTAL	RCRRRA ALLOCATION AMOUNT	HCRRRA ALLOCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$2,834.00	\$62.25	\$2,896.25	89% \$2,577.66	11% \$318.59
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88% \$0.00	12% \$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$6,538.25	\$470.61	\$7,008.86	90% \$6,307.97	10% \$700.89
3 SYSTEM PLANNING AND ENGINEERING	41-8926, 62-8944, 26-8956	\$9,127.75	\$14.86	\$9,142.61	88% \$8,045.50	12% \$1,097.11
4 ROUTE ENGINEERING AND DESIGN	41-8927, 62-9004	\$16.50	\$0.00	\$16.50	88% \$14.52	12% \$1.98
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928, 62-9005	\$0.00	\$0.00	\$0.00	90% \$0.00	10% \$0.00
6 SUPPORT FACILITIES	41-8929, 62-9006	\$0.00	\$0.00	\$0.00	100% \$0.00	0% \$0.00
7 COST ANALYSIS	41-8930, 62-9007	\$0.00	\$0.00	\$0.00	88% \$0.00	12% \$0.00
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931, 41-8936	\$0.00	\$0.00	\$0.00	90% \$0.00	10% \$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90% \$0.00	10% \$0.00
10 ENVIRONMENTAL STUDIES	41-8933, 62-8954	\$10,760.75	\$45.87	\$10,806.62	88% \$9,509.83	12% \$1,296.79
11 SELECT LOCALLY PRE- FERRED ALTERNATIVE	41-8934	\$0.00	\$0.00	\$0.00	88% \$0.00	12% \$0.00
12 WORK PROGRAM- PHASE II PRELIMINARY ENGINEERING	41-8935, 62-9008	\$0.00	\$0.00	\$0.00	88% \$0.00	12% \$0.00
TOTAL		\$29,277.25	\$593.59	\$29,870.84	\$26,455.48	\$3,415.36

BRW, INC.

DECEMBER 31, 1989
INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	7.5	130.00	975.00
SR. ASSOCIATE			
WARNER, DAVID	22.0	75.00	1,650.00
TECHNICIAN II			
HAWKINSON, TOM	1.2	32.50	39.00
TECHNICIAN I			
ASHLAND, CAROL	1.3	25.00	32.50
DEWEY, PAMELA	0.2	25.00	5.00
FOSTER, JANE	0.5	25.00	12.50
HARRICK, CLAUDIA	1.0	25.00	25.00
LAYER, JULIE	3.6	25.00	90.00
POPE, LEZLIANNE	0.2	25.00	5.00
SUBTOTALS	6.8		170.00
TOTALS	37.5		2,834.00

TOTAL LABOR 2,834.00

TOTAL THIS JOB \$ 2,834.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT SYSTEM ENG

JOB NO. 02689.56

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	6.5	130.00	845.00
		TOTAL LABOR	845.00

TOTAL THIS JOB \$ 845.00

=====

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	10.0	75.00	750.00
SR. PROFESSIONAL			
HOFFMEISTER, JEAN	2.0	65.00	130.00
PROFESSIONAL I			
COLBURN, ELIZABETH	58.0	42.50	2,465.00
HORWITZ, BARBARA	0.5	42.50	21.25
SUB-TOTALS	58.5		2,486.25
SR. TECHNICIAN			
BARTEL, DAVID	7.5	40.00	300.00
TECHNICIAN III			
HANSON, KENTON	19.5	35.00	682.50

BRW, INC.

INVOICE NO. DEFT
JOB NO. 04189.23

TECHNICIAN II

ANDERSON, BETTY	7.9	32.50	256.75
ELLINGSON, RITCH	8.8	32.50	286.00
HAWKINSON, TOM	1.0	32.50	32.50
HAZLETT, SALLY	9.5	32.50	308.75
MORWITZ, BARBARA	5.0	32.50	162.50
NESS, ELIZABETH	12.0	32.50	390.00
STUBBS, ROBERT	13.4	32.50	435.50
SUBTOTALS	57.6		1,872.00

TECHNICIAN I

ASHLAND, CAROL	0.5	25.00	12.50
BEYER, GINA	2.8	25.00	70.00
FOSTER, JANE	1.7	25.00	42.50
KOLA-BANKOLE, FELICIA	0.8	25.00	20.00
LAYER, JULIE	0.4	25.00	10.00
MOLITOR, LINDA	1.8	25.00	45.00
SHEFFIELD, MARK	2.7	25.00	67.50
THURY, TAMI	2.0	25.00	50.00
SUBTOTALS	12.7		317.50

TOTALS	167.8		6,538.25
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TOTAL LABOR 6,538.25

TOTAL THIS JOB \$ 6,538.25
=====

MIDWAY LRT-SYSTEM PLAN.

JOB NO. 04189.26

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	2.0	130.00	260.00
SR. ASSOCIATE			
PRESTON, HOWARD	9.0	75.00	675.00
WARNER, DAVID	41.0	75.00	3,075.00
SUBTOTALS	50.0		3,750.00

ASSOCIATE

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

HEPPELMANN, TONY	5.0	70.00	350.00
PROFESSIONAL II			
IDZOREK, EDWARD	1.0	55.00	55.00
MILES, MARK	28.0	55.00	1,540.00
SKOW, BRADLEY	32.0	55.00	1,760.00
SUBTOTALS	61.0		3,355.00
SR. TECHNICIAN			
HOLKER, THOMAS	0.5	40.00	20.00
TECHNICIAN II			
HAWKINSON, TOM	0.7	32.50	22.75
TECHNICIAN I			
ASHLAND, CAROL	0.5	25.00	12.50
FOSTER, JANE	0.6	25.00	15.00
HARRICK, CLAUDIA	1.0	25.00	25.00
JENSEN, KENNETH	0.3	25.00	7.50
LAYER, JULIE	0.2	25.00	5.00
SHEFFIELD, MARK	0.4	25.00	10.00
SUBTOTALS	3.0		75.00
TOTALS	122.2		7,832.75

TOTAL LABOR 7,832.75

TOTAL THIS JOB \$ 7,832.75

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
IDZOREK, EDWARD	0.3	55.00	16.50
TOTAL LABOR			16.50

TOTAL THIS JOB \$ 16.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT-ENVIRON. STDY

JOB NO. 04189.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	21.0	75.00	1,575.00

ASSOCIATE			
HUDAK, JOSEPH	2.5	70.00	175.00
JANK, BERNARD	2.5	70.00	175.00
HAU, RICHARD	9.0	70.00	630.00
SUBTOTALS	14.0		980.00

SR. PROFESSIONAL			
HOFFMEISTER, JEAN	1.0	65.00	65.00

PROFESSIONAL II			
KUNKEL, BETH	4.5	55.00	247.50
HILES, MARK	30.0	55.00	1,650.00
SKOW, BRADLEY	46.0	55.00	2,530.00
TRICE, WILLIAM	5.0	55.00	275.00
SUBTOTALS	85.5		4,702.50

PROFESSIONAL I			
HINKER, CHRISTIAN	12.7	42.50	539.75
WITZIG, JEANNE	1.0	42.50	42.50
SUBTOTALS	13.7		582.25

SR. TECHNICIAN			
BARTEL, DAVID	4.0	40.00	160.00

TECHNICIAN II			
ANDERSON, BETTY	0.3	32.50	9.75
ELLINGSON, RITCH	7.6	32.50	247.00
HAWKINSON, TOM	0.9	32.50	29.25
SUBTOTALS	8.8		286.00

TECHNICIAN I			
ASHLAND, CAROL	3.6	25.00	90.00
BEYER, GINA	0.4	25.00	10.00
DEWEY, PAMELA	1.7	25.00	42.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

FOSTER, JANE	1.2	25.00	30.00
HARRICK, CLAUDIA	21.0	25.00	525.00
KLAAS, SHARON	0.8	25.00	20.00
LAYER, JULIE	1.6	25.00	40.00
MOLITOR, LINDA	1.2	25.00	30.00
POPE, LEZLIANNE	0.7	25.00	17.50
SHEFFIELD, MARK	0.4	25.00	10.00
SUBTOTALS	32.6		815.00
TOTALS	180.6		9,165.75

TOTAL LABOR 9,165.75

TOTAL THIS JOB \$ 9,165.75

RCRRA SYSTEM PLAN/ENG

JOB NO. 06289.44

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	6.0	75.00	450.00
TOTAL LABOR			450.00

TOTAL THIS JOB \$ 450.00

MIDWAY CORRIDOR LRT

JOB NO. 06289.54

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
--	-------	------	--------

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL II
RILEY, STEPHEN

29.0

55.00

1,595.00

TOTAL LABOR 1,595.00

TOTAL THIS JOB \$ 1,595.00
=====

INVOICE TOTALS

TOTAL LABOR 29,277.25
TOTAL CONSULTANTS
TOTAL EXPENSE
TOTAL FEE
TOTAL INTEREST

29,277.25
=====

ERW, INC.

DECEMBER 31, 1989
INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	7.5	130.00	975.00
SR. ASSOCIATE			
WARNER, DAVID	22.0	75.00	1,650.00
TECHNICIAN II			
HAWKINSON, TOM	1.2	32.50	39.00
TECHNICIAN I			
ASHLAND, CAROL	1.3	25.00	32.50
DEWEY, PAMELA	0.2	25.00	5.00
FOSTER, JANE	0.5	25.00	12.50
HARRICK, CLAUDIA	1.0	25.00	25.00
LAYER, JULIE	3.6	25.00	90.00
POPE, LEZLIANNE	0.2	25.00	5.00
SUBTOTALS	6.8		170.00
TOTALS	37.5		2,834.00

TOTAL LABOR 2,834.00

TOTAL THIS JOB \$ 2,834.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT SYSTEM ENG

JOB NO. 02689.56

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	6.5	130.00	845.00
		TOTAL LABOR	845.00

TOTAL THIS JOB \$ 845.00

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	10.0	75.00	750.00
SR. PROFESSIONAL			
HOFFMEISTER, JEAN	2.0	65.00	130.00
PROFESSIONAL I			
COLBURN, ELIZABETH	58.0	42.50	2,455.00
HORWITZ, BARBARA	0.5	42.50	21.25
SUBTOTALS	58.5		2,486.25
SR. TECHNICIAN			
BARTEL, DAVID	7.5	40.00	300.00
TECHNICIAN III			
HANSON, KENTON	19.5	35.00	682.50

ERW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

TECHNICIAN II

ANDERSON, BETTY	7.9	32.50	256.75
ELLINGSON, RITCH	8.8	32.50	286.00
HAWKINSON, TOM	1.0	32.50	32.50
HAZLETT, SALLY	9.5	32.50	308.75
HORWITZ, BARBARA	5.0	32.50	162.50
NESS, ELIZABETH	12.0	32.50	390.00
STUBBS, ROBERT	13.4	32.50	435.50
SUBTOTALS	57.6		1,872.00

TECHNICIAN I

ASHLAND, CAROL	0.5	25.00	12.50
BEYER, GINA	2.8	25.00	70.00
FOSTER, JANE	1.7	25.00	42.50
KOLA-BANKOLE, FELICIA	0.8	25.00	20.00
LAYER, JULIE	0.4	25.00	10.00
MOLITOR, LINDA	1.8	25.00	45.00
SHEFFIELD, MARK	2.7	25.00	67.50
THURY, TAMI	2.0	25.00	50.00
SUBTOTALS	12.7		317.50

TOTALS	167.8		6,538.25
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TOTAL LABOR 6,538.25

TOTAL THIS JOB \$ 6,538.25

MIDWAY LRT-SYSTEM PLAN.

JOB NO. 04189.26

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	2.0	130.00	260.00
SR. ASSOCIATE			
PRESTON, HOWARD	9.0	75.00	675.00
WARNER, DAVID	41.0	75.00	3,075.00
SUBTOTALS	50.0		3,750.00

ASSOCIATE

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

HEPPELMANN, TONY	5.0	70.00	350.00
PROFESSIONAL II			
IDZOREK, EDWARD	1.0	55.00	55.00
NILES, MARK	28.0	55.00	1,540.00
SKOW, BRADLEY	32.0	55.00	1,760.00
SUBTOTALS	61.0		3,355.00
SR. TECHNICIAN			
HOLKER, THOMAS	0.5	40.00	20.00
TECHNICIAN II			
HAWKINSON, TOM	0.7	32.50	22.75
TECHNICIAN I			
ASHLAND, CAROL	0.5	25.00	12.50
FOSTER, JANE	0.6	25.00	15.00
HARRICK, CLAUDIA	1.0	25.00	25.00
JENSEN, KENNETH	0.3	25.00	7.50
LAYER, JULIE	0.2	25.00	5.00
SHEFFIELD, MARK	0.4	25.00	10.00
SUBTOTALS	3.0		75.00
TOTALS	122.2		7,832.75

TOTAL LABOR 7,832.75

TOTAL THIS JOB \$ 7,832.75

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
IDZOREK, EDWARD	0.3	55.00	16.50
TOTAL LABOR			16.50

TOTAL THIS JOB \$ 16.50

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT-ENVIRON. STDY

JOB NO. 04189.33

 PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	21.0	75.00	1,575.00

ASSOCIATE

HUDAK, JOSEPH	2.5	70.00	175.00
JAHN, BERNARD	2.5	70.00	175.00
NAU, RICHARD	9.0	70.00	630.00
SUBTOTALS	14.0		980.00

SR. PROFESSIONAL

HOFFMEISTER, JEAN	1.0	65.00	65.00
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PROFESSIONAL II

KUNKEL, BETH	4.5	55.00	247.50
NILES, MARK	30.0	55.00	1,650.00
SKOW, BRADLEY	46.0	55.00	2,530.00
TRDE, WILLIAM	5.0	55.00	275.00
SUBTOTALS	85.5		4,702.50

PROFESSIONAL I

HINKER, CHRISTIAN	12.7	42.50	539.75
WITZIG, JEANNE	1.0	42.50	42.50
SUBTOTALS	13.7		582.25

SR. TECHNICIAN

BARTEL, DAVID	4.0	40.00	160.00
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TECHNICIAN II

ANDERSON, BETTY	0.3	32.50	9.75
ELLINGSON, RITCH	7.6	32.50	247.00
HAWKINS, TOM	0.9	32.50	29.25
SUBTOTALS	8.8		286.00

TECHNICIAN I

ASHLAND, CAROL	3.6	25.00	90.00
BEYER, GINA	0.4	25.00	10.00
DEWEY, PAMELA	1.7	25.00	42.50

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

FOSTER, JANE	1.2	25.00	30.00
HAMRICK, CLAUDIA	21.0	25.00	525.00
KLAAS, SHARON	0.8	25.00	20.00
LAYER, JULIE	1.6	25.00	40.00
MOLITOR, LINDA	1.2	25.00	30.00
POPE, LEZLIANNE	0.7	25.00	17.50
SHEFFIELD, MARK	0.4	25.00	10.00
SUBTOTALS	32.6		815.00

TOTALS	180.6		9,165.75
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TOTAL LABOR 9,165.75

TOTAL THIS JOB \$ 9,165.75

RRRA SYSTEM PLAN/ENG

JOB NO. 06289.44

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	6.0	75.00	450.00

TOTAL LABOR 450.00

TOTAL THIS JOB \$ 450.00

MIDWAY CORRIDOR LRT

JOB NO. 06289.54

PROFESSIONAL SERVICES FOR THE PERIOD ENDING DECEMBER 31, 1989

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
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BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL II
RILEY, STEPHEN

29.0

55.00

1,595.00

TOTAL LABOR 1,595.00

TOTAL THIS JOB \$ 1,595.00

INVOICE TOTALS

TOTAL LABOR 29,277.25
TOTAL CONSULTANTS
TOTAL EXPENSE
TOTAL FEE
TOTAL INTEREST

29,277.25
=====

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO HCRA-89003

INVOICE PERIOD : 1 DECEMBER - 31 DECEMBER 1989

FILENAME: 89003_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$89.02
AUTO/MILEAGE	\$94.07
OUTSIDE REPRODUCTION/PHOTO	\$13.59
OUTSIDE TEMPORARY HELP	38.72
GRAPHIC SUPPLIES	213.21
POSTAGE	144.98

TOTAL	\$593.59
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SUBCONTRACTORS

NONE THIS MONTH	\$0.00
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BRW INC.
THRESHER SQUARE, 700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

**GRAPHIC
REPRODUCTION
DEPARTMENT**

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

JOB NO.

41-8923 through 41-8936,
62-8944

Project Name: Midway LRT

CAMERA DEPARTMENT

Date	Quantity	Description	Unit Price	Total
12/1/89	1	Meeting - December 6	\$ 2.25	\$ 2.25
12/1/89	1	Meeting - December 6	.90	0.90
12/1/89	1	Meeting - December 6	1.15	1.15
12/12/89	1	Printed Newsletter	1.25	1.25
12/14/89	1	Camera Work for EAW	4.35	4.35
12/14/89	1	Camera Work for EAW	1.25	1.25
12/14/89	1	Reduction of Base Map for EAW	2.10	2.10
12/14/89	1	Reduction of Base Map for EAW	2.25	2.25

Subtotal Camera Department \$ 15.50

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
12/4/89	15	2	Project Management Contracts	\$.04	\$ 1.20
12/4/89	15	2	Project Management Contracts	.04	1.20
12/4/89	15	2	Project Management Contracts	.04	1.20
12/4/89	1	2	Meeting Table Nametags	.04	0.08
12/4/89	1	10	Meeting Table Nametags	.04	0.40
12/4/89	33	1	Meeting Table Nametags	.04	1.32
12/4/89	36	6	Copies for EAW	.04	8.64
12/5/89	10	5	Meeting Handouts	.04	2.00
12/8/89	17	10	Copies for Meeting	.04	6.80

Subtotal Xerox Department \$ 22.84

TOTAL DUE THIS INVOICE



BRW, INC.
THRESHER SQUARE, 700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

GRAPHIC REPRODUCTION DEPARTMENT

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

JOB NO.

41-8923 through 41-8936,
62-8944

Project Name: Midway LRT

CAMERA DEPARTMENT

Date	Quantity	Description	Unit Price	Total
12/14/89	1	Reduction of Base Map for EAW	\$.90	\$ 0.90
12/20/89	1	Printed Newsletter	2.25	2.25
12/28/89	3	Camera Work for Printed Newsletter	1.15	3.45

Subtotal Camera Department \$ 22.10

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
12/11/89	4	22	Agenda/Meeting Materials	\$.04	\$ 3.52
12/11/89	1	1	Agenda/Meeting Materials	.04	0.04
12/11/89	86	1	Copies for EAW	.04	3.44
12/18/89	50	3	EAW	.04	6.00
12/21/89	7	76	Meeting Notice/Agenda/Minutes/ Handouts	.04	21.28
12/21/89	4	58	Meeting Notice/Agenda/Minutes/ Handouts	.04	9.28

Subtotal Xerox Department \$ 66.40

TOTAL DUE THIS INVOICE



BRW, INC.
THRESHER SQUARE, 700 THIRD STREET SOUTH, MINNEAPOLIS, MN 55415

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

**GRAPHIC
REPRODUCTION
DEPARTMENT**

Mr. James Tolaas
Ramsey County RRA
316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Mr. Ken Stevens
Hennepin County RRA
A-2307 Government Center
Minneapolis, MN 55487-0237

JOB NO.

41-8923 through 41-8936,
62-8944

Project Name: Midway LRT

CAMERA DEPARTMENT

Date	Quantity	Description	Unit Price	Total
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Subtotal Camera Department \$ 22.10

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
12/8/89	1	7	Copies for Meeting	\$.04	\$ 0.28
12/8/89	1	6	Copies for Meeting	.04	0.24

Subtotal Xerox Department \$ 66.92

TOTAL DUE THIS INVOICE \$ 89.02

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

Regional Railroad Authority Originating Department <u>K. DeSpiegelaere</u> Authorized Signature	Board Action Requested Authorize payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$11,020.79. * Action is requested.
<u>2/20/90</u> Date	

Request Justification

- See attachments:
- 1) Suggested resolution
 - 2) Memorandum from Kathryn DeSpiegelaere
 - 3) Accounts Payable and invoice documentation

<i>Funds are available</i> <u>Ed Klautich</u> Budgeting and Accounting <u>Don MacNeil</u> 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 February 27, 1990	Signature <u>J. L. Glendonning</u>	Date 2/22/90
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Adoption of the Comprehensive Plan on December 19, 1989, included the recommendation that, "Six corridors be included in the 20-year Phase I system: Midway, Northwest, Northeast, East, South, and South-Southwest and three corridors in the post 20-year system: Southeast, Southwest and East-West Crosstown"; and

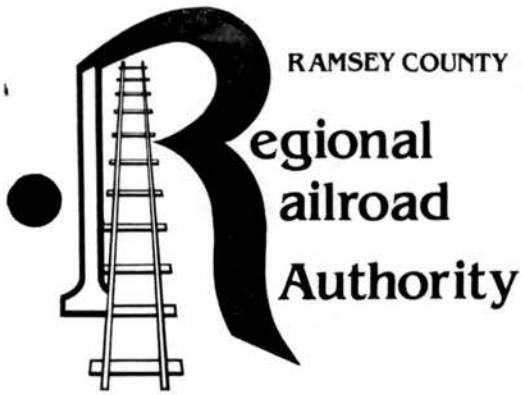
WHEREAS, The Plan and related documents have been revised in accordance with that recommendation; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. has submitted detailed invoice documentation in the amount of \$11,020.79 for costs incurred in the performance of required revisions; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$11,020.79 for services rendered in completion of Comprehensive Light Rail Transit Plan revisions;

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



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, Director of LRT Planning *KD*

DATE: February 16, 1990

SUBJECT: Payment Authorization
Comprehensive Light Rail Transit Plan Revisions

Adoption of the Comprehensive Plan on December 19, 1989, included the recommendation that, "Six corridors be included in the 20-year Phase I system: Midway, Northwest, Northeast, East, South, and South-Southwest and three corridors in the post 20-year system: Southeast, Southwest and East-West Crosstown." The Plan and related documents have been revised in accordance with that direction.

Attached is invoice documentation for costs associated with the necessary revisions. Total costs are \$11,020.79.

Recommendation

Authorize payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$11,020.79.

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date January 19, 1990

(2) Appropriation Item Project Management

For Accounting Use Only

Claim #		Date Paid	
CA		1	

1-2 3-7 8 9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59102	020193	\$1026.88
	591	59102	020207	3.48

15-17 18-20 21-25 26-31 32-41

\$1030.36
Total

(4) PAY TO: 2
8 First Name & Initial STRGAR-ROSCOE-FAUSCH, INC. 9-22
Last Name or Firm Name 23-52

3 One Carlson Parkway North, Suite 150 53-76
8 Address Minneapolis, MN 9-32
City 55447 State 33-54 Zip Code 55-59 Fed Tax ID 60-7

(5) On Check Stub Put: 4 Inv. No. 12; File 0891160-1161

5 RCRRA out of scope work and non-salary costs 9-60
9-60

For Risk Management
Use Only

6 8 9-24
Last Name First Name

(6) SEND TO: _____ Use only if Payee and/or
Address _____ Address differs from
Item 4

(7) Attach to the back of this form: Original Invoices, Receipts, Certified Claims or other documents.

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: K. H. Spiegelbauer

NOTE: The vendor's Social Security Number will be used to report taxable income to the Internal Revenue Service. This data is considered private under Minnesota Statutes 15.165, but we will not be able to process this claim without it.

BA-354 (04 - 88)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

STRGAR-ROSCOE-FAUSCH, INC.
Consulting Engineers-Land Surveyors
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447

Telephone: (612) 475-0010

Refer to File: 0891160-1161

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Room 316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Invoice Date: 12/31/89

Invoice No. 12

Period Ending: 12/31/89

re: COMPREHENSIVE LRT PLAN
OUT OF SCOPE SERVICES

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Out of Scope Work Requested	1160	836.90	145.20	982.10
Out of Scope Non-Salary Costs	1161	193.46	5,815.63	6,009.09
TOTAL FEE EARNED		1,030.36	5,960.83	6,991.19
TOTAL AMOUNT DUE THIS INVOICE		1,030.36		

COMMISSION # 891160
LRT PLAN - OUT OF SCOPE SERVICES
PERIOD ENDING DECEMBER 31. 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	1.5	112.50
F. Loetterle	Trans. Planner	41.25	4.5	185.63
M. Bressler	Sr. Technician	40.43	7.0	283.01
C. Woidyla	Technician	31.35	2.5	78.38
R. Grothe	Technician	29.70	2.5	74.25
L. Charlev	Word Processor	26.40	2.5	66.00
K. Dooley	Clerical	24.75	1.5	37.13
-----	TOTALS -----		22.0	836.90

8911c1

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING DECEMBER 31, 1989

LRT PLAN - DIRECT OUT OF SCOPE COSTS

CAT #	CATEGORY	
1	MILEAGE	42.64
8	LONG DISTANCE TELEPHONE	3.48
19	EQUIPMENT RENTAL	147.34

	TOTAL DIRECT EXPENSES	193.46

STRGAR-ROSCOE-FAUSCH, INC.
Consulting Engineers-Land Surveyors
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447

Telephone: (612) 475-0010

Refer to File: 0891160-1161

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Room 316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Invoice Date: 1/31/90

Invoice No. 13

Period Ending: 1/31/90

re: COMPREHENSIVE LRT PLAN
OUT OF SCOPE SERVICES

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Out of Scope Work Requested	1160	7,505.36	982.10	8,487.46
Out of Scope Non-Salary Costs	1161	2,485.07	6,009.09	8,494.16
TOTAL FEE EARNED		9,990.43	6,991.19	16,981.62
TOTAL AMOUNT DUE THIS INVOICE		9,990.43	=====	

891161

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING JANUARY 31, 1990

LRT PLAN - DIRECT OUT OF SCOPE COSTS

CAT #	CATEGORY	
1	MILEAGE	40.74
2	PARKING	0.25
17	PRINTING	2425.10
51	CPP 10 X 12 PAPER	11.68
52	CPP 12 X 18 PAPER	6.80
83	FAX	0.50

	TOTAL DIRECT EXPENSES	2485.07

COMMISSION # 891160
LRT PLAN - OUT OF SCOPE SERVICES
PERIOD ENDING JANUARY 31, 1990

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	8.0	600.00
J. Kern	Associate	75.00	2.0	150.00
F. Loetterle	Trans. Planner	41.25	12.0	495.00
L. Wiley	Landscape Architect	33.00	0.7	23.10
P. Patzoldt	Tech Supervisor	49.50	2.5	123.75
R. Asmus	Tech Supervisor	47.02	6.5	305.63
D. Paulu	Sr. Technician	36.30	19.5	707.85
J. Hoffman	Technician	36.30	0.5	18.15
A. VonDuyke	Technician	34.65	6.5	225.23
V. Martinez	Technician	33.83	34.0	1150.22
J. Luberda	Word Processor	41.25	21.6	891.00
B. Bersie-Ashfeld	Word Processor	37.95	9.9	375.71
L. Charley	Word Processor	26.40	44.3	1169.52
P. Woodbridge	Clerical	32.18	6.4	205.95
K. Dooley	Clerical	24.75	43.0	1064.25
----- TOTALS -----			217.4	7505.36

COMMISSION # 891160
LRT PLAN - OUT OF SCOPE SERVICES
PERIOD ENDING DECEMBER 31. 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Robinson	Principal	75.00	1.5	112.50
F. Loetterle	Trans. Planner	41.25	4.5	185.63
M. Bressler	Sr. Technician	40.43	7.0	283.01
C. Woidyla	Technician	31.35	2.5	78.38
R. Grothe	Technician	29.70	2.5	74.25
L. Charley	Word Processor	26.40	2.5	66.00
K. Dooley	Clerical	24.75	1.5	37.13
-----	TOTALS -----		22.0	836.90

891161

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING DECEMBER 31, 1989

LRT PLAN - DIRECT OUT OF SCOPE COSTS

CAT #	CATEGORY	
1	MILEAGE	42.64
8	LONG DISTANCE TELEPHONE	3.48
19	EQUIPMENT RENTAL	147.34

	TOTAL DIRECT EXPENSES	193.46

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

11

<u>BUDGETING & ACCOUNTING</u>		Board Action Requested
Originating Department		Quarterly report of payments for RCRRA
<u>J. Van Houdt / s /</u>	<u>2/20/90</u>	October - December, 1989
Authorized Signature	Date	<u>*Action is Requested</u>

Request Justification

Proposed resolution.

See attached memorandum from J. Van Houdt dated 2/2/90.

<u>Budgeting and Accounting</u>	<u>Ed Blauvelt 2/21/90</u>	Date / Time Received By
<u>County Attorney</u>	<u>[Signature]</u>	
<u>Risk Manager</u>		
<u>Data Processing</u>		
<u>Previous Action taken on Request</u>		

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>February 27, 1990</u>	<u>JL Blendenburg</u>	<u>2/22/90</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period October through December, 1989, and a record of these disbursements is attached; Now, Therefore, Be It

RESOLVED, That the report of payment is accepted by Ramsey County Regional Railroad Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

1



Office of
BUDGETING AND ACCOUNTING

Room 36, Court House
St. Paul, Minnesota 55102
298-4196

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: February 2, 1990
TO: Terry Schutten, Executive Director
FROM: *JVH* James Van Houdt, Director - Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: October - December 1989

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budget and Accounting Director to approve payment of bills for the Regional Railroad Authority with a limit for any single invoice not to exceed \$2,000 and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

I am attaching a report of Detail Disbursements made from the Regional Railroad Authority budget for the period October through December 1989 and a copy of the Budget Condition Report as of December 31, 1989.

JVH:EG:ja/gcl
Attachments

cc: K. DeSpiegelaere, Director R C Regional Railroad Authority
Planning

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	CONSULTING SERVICES							
020102	10,000.00	0.00	600.00	10,000.00	9,400.00	0.00	931,000.00	

	STATE AUDITOR							
020122	579.50	1,923.00	300.00	1,343.50CR	1,643.50CR	579.50	0.00	331.84

	COUNTY ATTORNEY SERVICES							
020174	11,125.00	0.00	35,000.00	11,125.00	23,875.00CR	0.00	44,498.00	

	EXECUTIVE DIRECTOR-SERVICES							
020176	46,092.64	27,354.14	4,600.00	18,738.50	14,138.50	32,000.00	60,895.36	59.35

	BUDGETING AND ACCOUNTING SERVICES							
020179	4,120.50	7,340.07	1,000.00	3,219.57CR	4,219.57CR	0.00	19,379.50	178.14

	DATA PROCESSING SERVICES-MTCE							
020185	4,842.00	3,724.63	600.00	1,117.37	517.37	3,850.00	3,968.00	76.92

	COUNTY PROJECT MANAGEMENT SERVICES							
020193	86,196.00	59,625.23	9,700.00	26,570.77	16,870.77	0.00	276,724.00	69.17

	POSTAGE							
020202	1,026.00	1,678.74	200.00	652.74CR	852.74CR	0.00	4,604.00	163.62

	TELEPHONE LONG DISTANCE CHARGES							
020207	179.93	123.39	30.00	56.54	26.54	0.00	189.07	68.58

	TELEPHONE-LOCAL SERVICE							
020208	740.00	391.10	75.00	348.90	273.90	200.00	0.00	52.85

	MESSENGER SERVICE							
020305	100.00	62.70	35.00	37.30	2.30	100.00	0.00	62.70

	PUBLISHING MINUTES & NOTICES							
020401	1,663.00	1,396.40	100.00	266.60	166.60	0.00	6,650.00	83.97

	PRINTING & STATIONERY							
020501	5,720.00	6,462.19	300.00	742.19CR	1,042.19CR	0.00	22,882.00	112.98

	PARKING SPACE							
020909	1,275.00	945.00	0.00	330.00	330.00	0.00	0.00	74.12

BUDGET CONDITION REPORT
RFA2113 89 12 29

RAMSEY COUNTY
ACCOUNTING DEPT
12 29 89

P 937

PCT OF YEAP ELAPSED = 99.45

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	BOOKS, PERIODICALS, SUBSCRIPTIONS							
021101	150.00	0.00	0.00	150.00	150.00	0.00	100.00	
	INTEREST							
021192	10,673.36	10,683.36	0.00	10.00CR	10.00CR	0.00	1,139.64	100.09
	COMMITTEE COMPENSATION							
021226	0.00	0.00	0.00	0.00	0.00	0.00	4,000.00	
	MEMBERSHIP & DUES							
021401	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
	CONFERENCE & SEMINAR EXPENSES							
021403	3,700.00	1,730.00	0.00	1,970.00	1,970.00	0.00	0.00	46.76
	OTHER TRAVEL							
021407	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	16,000.00	
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	0.00	10.92	0.00	10.82CR	10.82CR	0.00	3,000.00	8200.00
TOTL 02	189,682.93	123,450.77	52,540.00	66,232.16	13,692.16	36,729.50	1,395,029.57	65.08
	OFFICE SUPPLIES							
030101	1,049.53	953.28	95.00	96.25	1.25	224.53	0.00	90.83
	EQUIPMENT							
040300	3,249.54	3,249.54	0.00	0.00	0.00	2,049.54	0.00	100.00
	CONTINGENT APPROPRIATIONS							
061001	200,000.00	0.00	0.00	200,000.00	200,000.00	0.00	300,000.00	
	DUE TO COUNTY REVENUE							
070201	125,000.00	125,000.00	0.00	0.00	0.00	0.00	0.00	100.00
CURF. DRG-TOT	518,982.00	252,653.59	52,635.00	266,328.41	213,693.41	39,003.57	1,695,029.57	48.68

RFC
FUNF NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
R88 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	70,851.00	47,155.67	0.00	23,695.33	23,695.33	0.00	41,474.00	66.56
DLG-TOT	589,833.00	299,809.26	52,635.00	290,023.74	237,388.74	39,003.57	1,736,503.57	50.83

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59102	RCRRA - COMPREHENSIVE LRT PLAN							
	CONSULTING SERVICES							
020102	460,000.00	459,905.44	0.00	94.56	94.56	460,000.00	0.00	99.98
	COUNTY ATTORNEY SERVICES							
020174	10,680.00	0.00	0.00	10,680.00	10,680.00	10,680.00	0.00	
	EXECUTIVE DIRECTOR-SERVICES							
020176	14,398.00	10,196.95	0.00	4,201.05	4,201.05	14,398.00	0.00	70.82
	BUDGETING AND ACCOUNTING SERVICES							
020179	4,077.28	426.92	0.00	3,650.36	3,650.36	4,512.00	434.72	10.47
	DATA PROCESSING SERVICES-MTCE							
020185	1,822.88	1,822.88	0.00	0.00	0.00	1,822.88	0.00	100.00
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	87,127.00	80,306.89	0.00	6,820.11	6,820.11	87,127.00	0.00	92.17
	POSTAGE							
020202	991.00	905.82	0.00	75.18	75.18	1,081.00	100.00	92.34
	MESSENGER SERVICE							
020305	100.00	71.50	0.00	28.50	28.50	100.00	0.00	71.50
	PUBLISHING MINUTES & NOTICES							
020401	2,000.00	450.88	0.00	1,549.12	1,549.12	2,000.00	0.00	22.54
	PRINTING & STATIONERY							
020501	8,000.00	5,185.31	0.00	2,814.69	2,814.69	8,000.00	0.00	64.82
	COMMITTEE COMPENSATION							
021226	2,150.00	560.00	0.00	1,590.00	1,590.00	3,000.00	850.00	26.05
	MEMBERSHIP & DUES							
021401	0.00	0.00	0.00	0.00	0.00	10,000.00	10,000.00	
	CONFERENCE & SEMINAR EXPENSES							
021403	0.00	0.00	0.00	0.00	0.00	2,250.00	2,250.00	
	OTHER TRAVEL							
021407	10,413.84	10,413.84	0.00	0.00	0.00	10,413.84	0.00	100.00

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59102	RCRA - COMPREHENSIVE LRT PLAN							
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	2,250.00	864.34	0.00	1,385.66	1,385.66	2,250.00	0.00	38.42
TOTL 02	604,000.00	571,110.77	0.00	32,889.23	32,889.23	617,634.72	13,634.72	94.55
DLC-TOT	604,000.00	571,110.77	0.00	32,889.23	32,889.23	617,634.72	13,634.72	94.55

* CONTINUED *

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.O.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59103	MORRA - PHASE 1 PRELIMINARY ENGINEERING							
	CONSULTING SERVICES							
020102	1,476,000.00	38,997.44	1,359,041.56	1,437,002.56	77,961.00	1,476,000.00	0.00	2.64
	COUNTY ATTORNEY SERVICES							
020174	33,810.00	0.00	0.00	33,810.00	33,810.00	33,810.00	0.00	
	EXECUTIVE DIRECTOR-SERVICES							
020176	45,592.00	7,917.91	0.00	37,674.09	37,674.09	45,592.00	0.00	17.37
	BUDGETING AND ACCOUNTING SERVICES							
020179	14,288.00	606.80	0.00	13,681.20	13,681.20	14,288.00	0.00	4.25
	DATA PROCESSING SERVICES-MTCE							
020185	3,016.00	1,123.78	0.00	1,892.22	1,892.22	3,016.00	0.00	37.26
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	154,581.00	69,534.66	0.00	86,046.34	86,046.34	154,581.00	0.00	44.34
	POSTAGE							
020202	3,123.00	173.75	0.00	2,949.25	2,949.25	3,323.00	200.00	5.56
	MESSENGER SERVICE							
020305	300.00	106.35	0.00	193.65	193.65	300.00	0.00	35.45
	PUBLISHING MINUTES & NOTICES							
020401	4,050.00	78.40	0.00	4,571.60	4,571.60	4,650.00	0.00	1.69
	PRINTING & STATIONERY							
020501	14,882.00	418.51	0.00	14,463.49	14,463.49	14,882.00	0.00	2.81
	COMMITTEE COMPENSATION							
021226	1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
	OTHER TRAVEL							
021407	6,000.00	3,446.53	0.00	2,553.47	2,553.47	6,000.00	0.00	57.44
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
022408	750.00	49.40	0.00	700.60	700.60	750.00	0.00	6.59
TOTL 02	1,758,000.00	121,453.53	1,359,041.56	1,636,546.47	277,504.91	1,758,200.00	200.00	6.91
ORG-TOT	1,758,000.00	121,453.53	1,359,041.56	1,636,546.47	277,504.91	1,758,200.00	200.00	6.91

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION I.D.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59104	RCRA ENVIRONMENTAL IMPACT STUDY							
	CONSULTING SERVICES							
020102	0.00	0.00	0.00	0.00	0.00	366,000.00	366,000.00	
	COUNTY ATTORNEY SERVICES							
020174	0.00	0.00	0.00	0.00	0.00	8,454.00	8,454.00	
	EXECUTIVE DIRECTOR-SERVICES							
020176	0.00	0.00	0.00	0.00	0.00	11,398.00	11,398.00	
	BUDGETING AND ACCOUNTING SERVICES							
020179	0.00	0.00	0.00	0.00	0.00	3,572.00	3,572.00	
	DATA PROCESSING SERVICES-MTCE							
020185	0.00	0.00	0.00	0.00	0.00	754.00	754.00	
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	0.00	0.00	0.00	0.00	0.00	55,354.00	55,354.00	
	POSTAGE							
020202	0.00	0.00	0.00	0.00	0.00	856.00	856.00	
	MESSENGER SERVICE							
020305	0.00	0.00	0.00	0.00	0.00	100.00	100.00	
	PUBLISHING MINUTES & NOTICES							
020401	0.00	0.00	0.00	0.00	0.00	1,264.00	1,264.00	
	PRINTING & STATIONERY							
020501	0.00	0.00	0.00	0.00	0.00	4,348.00	4,348.00	
	ORG-TOT	0.00	0.00	0.00	0.00	452,100.00	452,100.00	
	ACT-TOT	2,951,833.00	992,373.56	1,411,676.56	1,959,459.44	547,782.88	2,866,938.29	33.62
5	FCT-TOT	2,951,833.00	992,373.56	1,411,676.56	1,959,459.44	547,782.88	2,866,938.29	33.62
	FUND CORR TOT	2,080,982.00	945,217.89	1,411,676.56	1,935,764.11	524,087.55	2,866,938.29	32.81
	FUND 133 TOT	70,851.00	47,155.67	0.00	23,695.33	23,695.33	41,474.00	66.56
	FUND TOTAL	2,951,833.00	992,373.56	1,411,676.56	1,959,459.44	547,782.88	2,866,938.29	33.62

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 1
DATE 1/30/90

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1989 THRU DEC 31, 1989

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	59101	020122	CA	17128	111789	00530231	412.50	STATE OF MINNESOTA	
			CA	18989	120889	00534246	375.00	MINNESOTA STATE AUDITOR	
		020122					787.50		
		EXECUTIVE DIRECTOR SERVICES							
59101	020176	IC		17005	111789	00529676	652.13	IC TRANSFER PMT 400 40301	300908 A00173
		IC		17006	111789	00529676	1,850.63	IC TRANSFER PMT 400 40301	300908 A00181
		IC		17007	111789	00529576	564.00	IC TRANSFER PMT 400 40301	300908 A00177
		IC		17008	111789	00529676	1,938.75	IC TRANSFER PMT 400 40301	300908 A00176
		IC		19219	120889	00533642	1,410.00	IC TRANSFER PMT 400 40301	300908 A00205
		IC		19220	120889	00533642	1,198.50	IC TRANSFER PMT 400 40301	300908 A00206
		IC		21322A	122289	00536687	775.50	IC TRANSFER PMT 400 40301	300908 A00197
		IC		21923A	122289	00536687	592.00	IC TRANSFER PMT 400 40301	300908 A00196
		IC		21945A	122289	00536687	518.88	IC TRANSFER PMT 400 40301	300908 A00195
		IC		21946	122289	00536687	987.00	IC TRANSFER PMT 400 40301	300908 A00194
		IC		21947A	122289	00536687	868.56	IC TRANSFER PMT 400 40301	300908 A00193
							11,355.95		
		020176 BUDGETING AND ACCOUNTING SERVICES							
59101	020179	IC		14410	102789	00525517	625.76	IC TRANSFER PMT 400 40303	300908 A00169
		IC		14411A	102789	00525517	1,479.08	IC TRANSFER PMT 400 40303	300908 A00168
		IC		19221A	120889	00533642	815.39	IC TRANSFER PMT 400 40303	300908 A00204
		IC		21948	122289	00536687	625.76	IC TRANSFER PMT 400 40303	300908 A00209
							3,545.99		
		020179 DATA PROCESSING SERVICES-MTCE							
59101	020185	IC		14412B	102789	00525517	156.66	IC TRANSFER PMT 574 57401	301385 C00824
		IC		18591A	120189	00531497	263.00	IC TRANSFER PMT 574 57401	301385 C00890
		IC		19222	120889	00533642	372.57	IC TRANSFER PMT 574 57401	301385 C01025
							792.23		
		020185 COUNTY PROJECT MANAGEMENT SERVICES							
59101	020193	IC		11333	100689	00519882	398.55	IC TRANSFER PMT 400 47101	300166 B00491
		IC		11333A	100689	00519882	1,063.89	IC TRANSFER PMT 400 47109	300434 B00491
		IC		11333B	100689	00519882	530.70	IC TRANSFER PMT 400 47102	300434 B00491
		IC		11334	100689	00519882	176.91	IC TRANSFER PMT 400 47102	300434 B00490
		IC		11334A	100689	00519882	132.85	IC TRANSFER PMT 400 47101	300166 B00490
		IC		11334B	100689	00519882	222.68	IC TRANSFER PMT 400 47109	300434 B00490
		IC		11335	100689	00519882	412.87	IC TRANSFER PMT 400 47109	300434 B00492
		IC		11335A	100689	00519882	588.28	IC TRANSFER PMT 400 47101	300166 B00492
		IC		11335C	100689	00519882	641.25	IC TRANSFER PMT 400 47102	300434 B00492
		IC		14413	102789	00525517	232.48	IC TRANSFER PMT 400 47101	300166 B00542
		IC		14413A	102789	00525517	519.77	IC TRANSFER PMT 400 47109	300434 B00542
		IC		14413B	102789	00525517	309.57	IC TRANSFER PMT 400 47102	300434 B00542
		IC		14414	102789	00525517	796.08	IC TRANSFER PMT 400 47102	300434 B00543
		IC		14414A	102789	00525517	597.85	IC TRANSFER PMT 400 47101	300166 B00543
		IC		14414B	102789	00525517	519.79	IC TRANSFER PMT 400 47109	300434 B00543

RAMSEY COUNTY
BUDGET ACCOUNTING

PAGE 2
DATE 1/30/90

REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1989 THRU DEC 31, 1989

RAMSEY COUNTY REGIONAL RAILROAD AUTH

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		COUNTY PROJECT MANAGEMENT SERVICES							
	59101	020193	IC	14415	102789	00525517	940.57	IC TRANSFER PMT 400 47109	300434 B00545
			IC	14415A	102789	00525517	371.06	IC TRANSFER PMT 400 47101	300166 B00545
			IC	14415B	102789	00525517	494.10	IC TRANSFER PMT 400 47102	300434 B00545
			IC	17009	111789	00529676	1,338.24	IC TRANSFER PMT 400 40801	300908 A02604
			IC	17010A	111789	00529676	214.29	IC TRANSFER PMT 574 57401	301385 C00958
			IC	18599	120189	00531497	530.73	IC TRANSFER PMT 400 47102	300434 B00604
			IC	18599A	120189	00531497	398.57	IC TRANSFER PMT 400 47101	300166 B00604
			IC	18599B	120189	00531497	940.20	IC TRANSFER PMT 400 47109	300434 B00604
			IC	18600	120189	00531497	1,088.63	IC TRANSFER PMT 400 47109	300434 B00595
			IC	18600A	120189	00531497	332.11	IC TRANSFER PMT 400 47101	300166 B00595
			IC	18600B	120189	00531497	442.23	IC TRANSFER PMT 400 47102	300434 B00595
			IC	18601	120189	00531497	619.17	IC TRANSFER PMT 400 47102	300434 B00597
			IC	18601A	120189	00531497	464.99	IC TRANSFER PMT 400 47101	300166 B00597
			IC	18601B	120189	00531497	841.22	IC TRANSFER PMT 400 47109	300434 B00597
			IC	18602	120189	00531497	66.41	IC TRANSFER PMT 400 47101	300166 B00596
			IC	18602A	120189	00531497	445.35	IC TRANSFER PMT 400 47109	300434 B00596
			IC	18602B	120189	00531497	88.44	IC TRANSFER PMT 400 47102	300434 B00596
			IC	19223	120889	00533642	1,672.80	IC TRANSFER PMT 400 40801	300908 A02610
			IC	20449	121589	00534824	1,066.41	IC TRANSFER PMT 400 40801	300908 A02613
			IC	21949	122289	00536687	851.13	IC TRANSFER PMT 400 47102	300434 B00627
			IC	21949A	122289	00536687	639.19	IC TRANSFER PMT 400 47101	300166 B00627
			IC	21949B	122289	00536687	197.94	IC TRANSFER PMT 400 47109	300434 B00627
			IC	21950	122289	00536687	544.28	IC TRANSFER PMT 400 47109	300434 B00626
			IC	21950A	122289	00536687	581.20	IC TRANSFER PMT 400 47101	300166 B00626
			IC	21950B	122289	00536687	773.91	IC TRANSFER PMT 400 47102	300434 B00626
			IC	21951	122289	00536687	790.56	IC TRANSFER PMT 400 47102	300434 B00628
			IC	21951A	122289	00536687	593.71	IC TRANSFER PMT 400 47101	300166 B00628
			IC	21951B	122289	00536687	197.93	IC TRANSFER PMT 400 47109	300434 B00628
							24,668.89		
		020193 POSTAGE							
	59101	020202	IC	18592A	120189	00531497	17.71	IC TRANSFER PMT 521 52104	350323 W00365
			IC	18593A	120189	00531497	82.94	IC TRANSFER PMT 521 52104	350323 W00329
			IC	20450A	121589	00534824	41.57	IC TRANSFER PMT 521 52104	350323 W00403
			CA	20539C	121989	00535921	125.00	POSTMASTER C/O BUDGETING	
							267.22		
		020202 TELEPHONE LONG DISTANCE							
	59101	020207	CA	16711	111789	00529696	26.04	AT&T COMMUNICATIONS	
							26.04		
		020207 TELEPHONE-LOCAL SERVICE							
	59101	020208	CA	16723	111789	00529698	34.71	U S WEST COMMUNICATIONS	
							34.71		
		020208 MESSENGER SERVICE							
	59101	020305	IC	18594A	120189	00531497	15.00	IC TRANSFER PMT 400 41203	300428 H10473

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		020305					15.00		
		PRINTING & STATIONERY							
59101		020501	IC	10871	100689	00519882	242.30	IC TRANSFER PMT 400 40301	300130 A02575
			IC	12369A	101389	00521833	2.25	IC TRANSFER PMT 400 41203	300431 H10469
			IC	14416	102789	00525517	182.21	IC TRANSFER PMT 400 41202	300404 H00817
			IC	14417	102789	00525517	226.60	IC TRANSFER PMT 400 40301	300130 A02577
			CA	16946	111789	00530232	145.20	STKGAR ROSCOE FAUSCH INC	
			IC	17011	111789	00529676	3.60	IC TRANSFER PMT 400 41203	300431 H10125
			IC	19224	120889	00533642	209.25	IC TRANSFER PMT 400 41202	300404 H00874
			IC	20451	121589	00534824	397.70	IC TRANSFER PMT 400 40301	300130 A02585
			IC	20452	121589	00534824	264.40	IC TRANSFER PMT 400 40301	300130 A02581
			IC	21952	122289	00536637	727.74	IC TRANSFER PMT 400 41202	300404 H00930
		020501					2,401.25		
		PARKING SPACE							
59101		020909	CA	16947	111789	00529708	85.00	VICTORY PARKING INC	
			CA	18807	120589	00532851	85.00	VICTORY PARKING INC	
			CA	21452A	122289	00536723	180.00	VICTORY PARKING INC	
		020709					350.00		
		INTEREST							
59101		021192	CA	11455	100689	00520606	10.00	COMTECH INC	
		021192					10.00		
		COMMITTEE COMPENSATION							
59101		021226	CA	ADJ001	122289	00000000	-560.00	JE02790	
			CA	13719	102089	00524144	10.00	CLARKSON	ROBERT
			CA	13720	102089	00524145	10.00	FAVILLE	HUGH
			CA	13721	102089	00524146	10.00	GILLILAND	PAUL
			CA	13722	102089	00524147	10.00	KREN	ROBERT
			CA	13723	102089	00524148	10.00	MANDERSCHIED	MARC
			CA	13724	102089	00524149	5.00	ROSSMAN	ROBERT
			CA	13725	102089	00524150	10.00	SANDBERG	FRANK
			CA	13726	102089	00524151	5.00	SEVER	HELEN
			CA	13727	102089	00524152	5.00	STRAUGHN	ROBERT
			CA	13728	102089	00524153	5.00	TRACY	NANCY
			CA	13729	102089	00524154	10.00	VAN HOEF	ROBERT
			CA	13730	102089	00524155	10.00	WOLD	CHARLIE
		021226					-460.00		
		OTHER TRAVEL							
59101		021407	CA	ADJ002	122289	00000000	-13,786.12	JE02790	
		021407					-13,786.12		
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
59101		021408	CA	ADJ003	122289	00000000	-224.85	JE02790	

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NDR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
59101	021408	CA	11714	100689	00520607	50.00	ST ADALBERTS CHURCH		
		CA	14227	102789	00525903	57.50	ARK COFFEE SYSTEMS, INC.		
		CA	21565	122289	00537236	10.82	DESPIEGELAERE	KATHRYN	
						-106.53			
	021408	OFFICE SUPPLIES							
59101	030101	CA	17478	112289	00530330	105.64	ST PAUL CITY OF		
		CA	18893	121589	00534973	111.03	ST PAUL CITY OF		
		CA	20701	122789	00537707	70.89	ST PAUL CITY OF		
						287.56			
	030101	EQUIPMENT							
59101	040300	PD	R00878	100389	00519830	357.00	BUSINESS MACHINES SERVICE		
		CA	11455A	100689	00520606	439.98	COMTECH INC		
		IC	14412	102789	00525517	79.50	IC TRANSFER PMT 574 57401	301385 C00824	
		IC	18591	122289	00536687	477.58	IC TRANSFER PMT 574 57401	301385 C00890	
	040300					1,353.06			

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31,542.75

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		CONSULTING SERVICES							
	59102	020102	CA	PA736	102789	00525904	2,029.36	STRGAR ROSCOE FAUSCH INC	
			CA	PA736	121589	00535653	2,665.60	STRGAR ROSCOE FAUSCH INC	
			CA	PA736	122289	00537237	35,319.56	STRGAR ROSCOE FAUSCH INC	
							40,014.52		
		020102							
		EXECUTIVE DIRECTOR-SERVICES							
	59102	020176	IC	17012	111789	00529676	1,515.75	IC TRANSFER PMT 400 40301	300908 A00174
			IC	17013	111789	00529676	1,938.75	IC TRANSFER PMT 400 40301	300908 A00182
			IC	17014	111789	00529676	581.63	IC TRANSFER PMT 400 40301	300908 A00183
			IC	17015	111789	00529676	1,321.88	IC TRANSFER PMT 400 40301	300908 A00178
			IC	19225	120889	00533642	1,762.50	IC TRANSFER PMT 400 40301	300908 A00207
			CA	20702	121989	00536550	530.71	STRGAR ROSCOE FAUSCH INC	
			IC	21922	122289	00536687	411.02	IC TRANSFER PMT 400 40301	300908 A00197
			IC	21923B	122289	00536687	396.64	IC TRANSFER PMT 400 40301	300908 A00196
			IC	21945	122289	00536687	171.23	IC TRANSFER PMT 400 40301	300908 A00195
			IC	21946B	122289	00536687	610.66	IC TRANSFER PMT 400 40301	300908 A00194
			IC	21947	122289	00536687	632.36	IC TRANSFER PMT 400 40301	300908 A00193
							9,873.13		
		020176							
		BUDGETING AND ACCOUNTING SERVICES							
	59102	020179	IC	14411	102789	00525517	151.70	IC TRANSFER PMT 400 40303	300908 A00168
			IC	19221	120889	00533642	113.77	IC TRANSFER PMT 400 40303	300908 A00204
							265.47		
		020179							
		DATA PROCESSING-MTCH							
	59102	020185	IC	07803B	101089	00519882	321.36	IC TRANSFER PMT 574 57401	301385
			IC	14412A	102789	00525517	319.11	IC TRANSFER PMT 574 57401	301385 C00824
			IC	18591	120189	00531497	270.77	IC TRANSFER PMT 574 57401	301385 C00890
			IC	19222B	120889	00533642	244.06	IC TRANSFER PMT 574 57401	301385 C01025
							1,155.30		
		020185							
		COUNTY PROJECT MANAGEMENT SERVICES							
	59102	020193	IC	11336	100689	00519882	176.88	IC TRANSFER PMT 400 47102	300434 B00488
			IC	11336A	100689	00519882	132.83	IC TRANSFER PMT 400 47101	300166 B00488
			IC	11337	100689	00519882	884.46	IC TRANSFER PMT 400 47102	300434 B00489
			IC	11337A	100689	00519882	664.22	IC TRANSFER PMT 400 47101	300166 B00489
			IC	11337B	100689	00519882	173.20	IC TRANSFER PMT 400 47109	300434 B00489
			IC	14418	102789	00525517	685.41	IC TRANSFER PMT 400 47102	300434 B00540
			IC	14418A	102789	00525517	514.74	IC TRANSFER PMT 400 47101	300166 B00540
			IC	14418B	102789	00525517	519.76	IC TRANSFER PMT 400 47109	300434 B00540
			IC	14419	102789	00525517	321.76	IC TRANSFER PMT 400 47109	300434 B00541
			IC	14419A	102789	00525517	714.05	IC TRANSFER PMT 400 47101	300166 B00541
			IC	14419B	102789	00525517	950.76	IC TRANSFER PMT 400 47102	300434 B00541
			IC	17010	111789	00529676	289.28	IC TRANSFER PMT 574 57401	301385 C00958
			IC	17016	111789	00529676	1,840.08	IC TRANSFER PMT 400 40801	300908 A02605
			IC	17017	111789	00529676	1,965.54	IC TRANSFER PMT 400 40801	300908 A02606
			IC	17018	111789	00529676	1,881.90	IC TRANSFER PMT 400 40801	300908 A02607

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		COUNTY PROJECT MANAGEMENT SERVICES							
	59102	020193	IC	17019	111789	00529676	1,421.88	IC TRANSFER PMT 400 40801	300908 A02608
			IC	18603	120189	00531497	773.91	IC TRANSFER PMT 400 47102	300434 B00594
			IC	18603A	120189	00531497	581.21	IC TRANSFER PMT 400 47101	300166 B00594
			IC	18603C	120189	00531497	470.09	IC TRANSFER PMT 400 47109	300434 B00594
			IC	19226	120889	00533642	1,965.54	IC TRANSFER PMT 400 40801	300908 A02611
			IC	19227	120889	00533642	1,296.42	IC TRANSFER PMT 400 40801	300908 A02612
			IC	20453	121589	00534824	794.58	IC TRANSFER PMT 400 40801	300908 A02617
			IC	21953	122289	00536687	459.38	IC TRANSFER PMT 400 47101	300166 B00629
			IC	21953A	122289	00536687	611.70	IC TRANSFER PMT 400 47102	300434 B00629
							20,089.58		
		020193							
		POSTAGE							
	59102	020202	IC	18592	120189	00531497	24.15	IC TRANSFER PMT 521 52104	350323 W00365
			IC	18593B	120189	00531497	42.53	IC TRANSFER PMT 521 52104	350323 W00329
			IC	20450	121589	00534824	27.83	IC TRANSFER PMT 521 52104	350323 W00403
							94.51		
		020302							
		PUBLISHING MINUTES AND NOTICES							
	59102	020401	CA	14228	102789	00525753	27.50	ST PAUL LEGAL LEDGER INC	
							27.50		
		020401							
		PRINTING & STATIONERY							
	59102	020501	IC	10872A	100689	00519882	1,160.57	IC TRANSFER PMT 400 41202	300404 H00764
			IC	12369	101389	00521833	6.00	IC TRANSFER PMT 400 41203	300431 H10469
			IC	17011B	111789	00529676	7.05	IC TRANSFER PMT 400 41203	300431 H10125
							1,173.62		
		020501							
		COMMITTEE COMPENSATION							
	59102	021226	CA	JE2790	122089	00000000	560.00	VARIOUS JE2790	
							560.00		
		021226							
		OTHER TRAVEL							
	59102	021407	CA	JE2790	122089	00000000	10,339.59	VARIOUS JE2790	
							10,339.59		
		021407							
		VOLUNTEER/COMMITTEE MEETING EXPENSE							
	59102	021408	CA	JE2790	122089	00000000	224.85	VARIOUS JE2790	
			CA	06232	120889	00000000	-50.00	JE02652	
							174.85		
		021408							

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83,768.07

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	59103	CONSULTING SERVICES	020102	CA	PA800	111789	00530233	22,793.28	BRW INC
				CA	PA800	122789	00537708	16,204.16	BRW INC
			020102					38,997.44	
		EXECUTIVE DIRECTOR SERVICES							
	59103	020176	IC	17020	111789	00529676	934.13	IC TRANSFER PMT 400 40301	300908 A00175
			IC	17021	111789	00529676	1,269.00	IC TRANSFER PMT 400 40301	300908 A00184
			IC	17022	111789	00529676	705.00	IC TRANSFER PMT 400 40301	300908 A00180
			IC	17023	111789	00529676	1,938.75	IC TRANSFER PMT 400 40301	300908 A00179
			IC	19228	120889	00533642	1,551.00	IC TRANSFER PMT 400 40301	300908 A00208
			IC	21922B	122289	00536687	364.48	IC TRANSFER PMT 400 40301	300908 A00197
			IC	21923	122289	00536687	195.36	IC TRANSFER PMT 400 40301	300908 A00196
			IC	21945B	122289	00536687	347.65	IC TRANSFER PMT 400 40301	300908 A00195
			IC	21946A	122289	00536687	376.34	IC TRANSFER PMT 400 40301	300908 A00194
			IC	21947B	122289	00536687	236.20	IC TRANSFER PMT 400 40301	300908 A00193
			020176				7,917.91		
		BUDGETING AND ACCOUNTING SERVICES							
	59103	020179	IC	14411B	102789	00525517	303.40	IC TRANSFER PMT 400 40303	300908 A00168
			IC	19221B	120889	00533642	303.40	IC TRANSFER PMT 400 40303	300908 A00204
			020179				606.80		
		DATA PROCESSING-MTCE							
	59103	020185	IC	14412C	102789	00525517	244.31	IC TRANSFER PMT 574 57401	301385 C00824
			IC	18591C	120189	00531497	266.91	IC TRANSFER PMT 574 57401	301385 C00890
			IC	19222A	120889	00533642	220.04	IC TRANSFER PMT 574 57401	301385 C01025
			020185				731.26		
		COUNTY PROJECT MANAGEMENT SERVICES							
	59103	020193	IC	11335B	100689	00519882	106.70	IC TRANSFER PMT 400 47109	300434 B00492
			IC	11335D	100689	00519882	142.08	IC TRANSFER PMT 400 47110	300434 B00492
			IC	11338	100689	00519882	479.08	IC TRANSFER PMT 400 47101	300166 B00498
			IC	11338A	100689	00519882	816.47	IC TRANSFER PMT 400 47109	300434 B00498
			IC	11338B	100689	00519882	88.44	IC TRANSFER PMT 400 47102	300434 B00498
			IC	11338C	100689	00519882	549.49	IC TRANSFER PMT 400 47110	300434 B00498
			IC	11339	100689	00519882	694.58	IC TRANSFER PMT 400 47101	300166 B00484
			IC	11339A	100689	00519882	346.38	IC TRANSFER PMT 400 47109	300434 B00484
			IC	11339B	100689	00519882	409.06	IC TRANSFER PMT 400 47102	300434 B00484
			IC	11339C	100689	00519882	515.82	IC TRANSFER PMT 400 47110	300434 B00484
			IC	11340	100689	00519882	587.16	IC TRANSFER PMT 400 47101	300166 B00485
			IC	11340A	100689	00519882	544.31	IC TRANSFER PMT 400 47109	300434 B00485
			IC	11340B	100689	00519882	221.10	IC TRANSFER PMT 400 47102	300434 B00485
			IC	11340C	100689	00519882	560.74	IC TRANSFER PMT 400 47110	300434 B00485
			IC	11341	100689	00519882	528.20	IC TRANSFER PMT 400 47101	300166 B00487
			IC	11341A	100689	00519882	643.28	IC TRANSFER PMT 400 47109	300434 B00487
			IC	11341B	100689	00519882	221.10	IC TRANSFER PMT 400 47102	300434 B00487
			IC	11341C	100689	00519882	482.23	IC TRANSFER PMT 400 47110	300434 B00487

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		COUNTY PROJECT	MANAGEMENT	SERVICES										
	59103	020193	IC	11342	100689	00519892	538.07	IC TRANSFER PMT 400 47101	300166	800483				
			IC	11342A	100689	00519882	494.83	IC TRANSFER PMT 400 47109	300434	800483				
			IC	11342B	100689	00519882	88.44	IC TRANSFER PMT 400 47102	300434	800483				
			IC	11342C	100689	00519882	628.04	IC TRANSFER PMT 400 47110	300434	800483				
			IC	14420	102789	00525517	1,005.04	IC TRANSFER PMT 400 47110	300147	800534				
			IC	14420A	102789	00525517	99.00	IC TRANSFER PMT 400 47109	300434	800534				
			IC	14420B	102789	00525517	11.25	IC TRANSFER PMT 400 47105	360202	800534				
			IC	14421	102789	00525517	99.62	IC TRANSFER PMT 400 47101	300166	800535				
			IC	14421A	102789	00525517	445.48	IC TRANSFER PMT 400 47109	300434	800535				
			IC	14421B	102789	00525517	132.66	IC TRANSFER PMT 400 47102	300434	800535				
			IC	14421C	102789	00525517	1,099.54	IC TRANSFER PMT 400 47110	300147	800535				
			IC	14422	102789	00525517	66.41	IC TRANSFER PMT 400 47101	300166	800536				
			IC	14422A	102789	00525517	544.49	IC TRANSFER PMT 400 47109	300434	800536				
			IC	14422B	102789	00525517	88.44	IC TRANSFER PMT 400 47102	300434	800536				
			IC	14422C	102789	00525517	1,089.95	IC TRANSFER PMT 400 47110	300147	800536				
			IC	14423	102789	00525517	132.85	IC TRANSFER PMT 400 47101	300166	800537				
			IC	14423A	102789	00525517	643.49	IC TRANSFER PMT 400 47109	300434	800537				
			IC	14423B	102789	00525517	176.91	IC TRANSFER PMT 400 47102	300434	800537				
			IC	14423C	102789	00525517	815.04	IC TRANSFER PMT 400 47110	300147	800537				
			IC	14424	102789	00525517	66.41	IC TRANSFER PMT 400 47101	300166	800538				
			IC	14424A	102789	00525517	420.67	IC TRANSFER PMT 400 47109	300434	800538				
			IC	14424B	102789	00525517	88.44	IC TRANSFER PMT 400 47102	300434	800538				
			IC	14424C	102789	00525517	1,256.81	IC TRANSFER PMT 400 47110	300147	800538				
			IC	14425	102789	00525517	132.85	IC TRANSFER PMT 400 47101	300166	800539				
			IC	14425A	102789	00525517	321.76	IC TRANSFER PMT 400 47109	300434	800539				
			IC	14425B	102789	00525517	176.91	IC TRANSFER PMT 400 47102	300434	800539				
			IC	14425C	102789	00525517	1,237.30	IC TRANSFER PMT 400 47110	300147	800539				
			IC	17010B	111789	00529676	161.43	IC TRANSFER PMT 574 57401	301385	C00958				
			IC	17024	111789	00529676	585.48	IC TRANSFER PMT 400 40801	300908	A02603				
			IC	18595	120189	00531497	353.82	IC TRANSFER PMT 400 47102	300434	800599				
			IC	18595A	120189	00531497	265.71	IC TRANSFER PMT 400 47101	300166	800599				
			IC	18595B	120189	00531497	942.61	IC TRANSFER PMT 400 47110	300149	800599				
			IC	18595C	120189	00531497	222.67	IC TRANSFER PMT 400 47109	300434	800599				
			IC	18596	120189	00531497	176.88	IC TRANSFER PMT 400 47102	300434	800598				
			IC	18596A	120189	00531497	132.83	IC TRANSFER PMT 400 47101	300166	800598				
			IC	18596B	120189	00531497	568.20	IC TRANSFER PMT 400 47110	300149	800598				
			IC	18596C	120189	00531497	197.93	IC TRANSFER PMT 400 47109	300434	800598				
			IC	18597	120189	00531497	88.44	IC TRANSFER PMT 400 47102	300434	800602				
			IC	18597A	120189	00531497	66.41	IC TRANSFER PMT 400 47101	300166	800602				
			IC	18597B	120189	00531497	1,287.52	IC TRANSFER PMT 400 47110	300149	800602				
			IC	18597C	120189	00531497	494.83	IC TRANSFER PMT 400 47109	300434	800602				
			IC	18598	120189	00531497	88.44	IC TRANSFER PMT 400 47102	300434	800603				
			IC	18598A	120189	00531497	66.41	IC TRANSFER PMT 400 47101	300166	800603				
			IC	18598B	120189	00531497	1,272.05	IC TRANSFER PMT 400 47110	300149	800603				
			IC	18598C	120189	00531497	544.31	IC TRANSFER PMT 400 47109	300434	800603				
			IC	18603B	120189	00531497	27.35	IC TRANSFER PMT 400 47109	300434	800594				
			IC	18604	120189	00531497	176.91	IC TRANSFER PMT 400 47102	300434	800600				

RAMSEY COUNTY
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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1989 THRU DEC 31, 1989

RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
		COUNTY PROJECT MANAGEMENT SERVICES							
59103		020193	IC	18604A	120189	00531497	132.85	IC TRANSFER PMT 400 47101	300166 800600
			IC	18604B	120189	00531497	1,394.33	IC TRANSFER PMT 400 47110	300149 800600
			IC	18604C	120189	00531497	247.41	IC TRANSFER PMT 400 47109	300434 800600
			IC	18605	120189	00531497	176.91	IC TRANSFER PMT 400 47102	300434 800601
			IC	18605A	120189	00531497	132.85	IC TRANSFER PMT 400 47101	300166 800601
			IC	18605B	120189	00531497	1,298.27	IC TRANSFER PMT 400 47110	300149 800601
			IC	18605C	120189	00531497	272.15	IC TRANSFER PMT 400 47109	300434 800601
			IC	19229	120889	00533642	1,129.14	IC TRANSFER PMT 400 40801	300908 A02609
			IC	20454	121589	00534824	1,965.54	IC TRANSFER PMT 400 40801	300908 A02615
			IC	20455	121589	00534824	794.58	IC TRANSFER PMT 400 40801	300908 A02616
			IC	21954	122289	00536687	66.41	IC TRANSFER PMT 400 47101	300166 800632
			IC	21954A	122289	00536687	742.24	IC TRANSFER PMT 400 47109	300434 800632
			IC	21954B	122289	00536687	88.44	IC TRANSFER PMT 400 47102	300434 800632
			IC	21954C	122289	00536687	1,049.95	IC TRANSFER PMT 400 47110	300147 800632
			IC	21955	122289	00536687	199.25	IC TRANSFER PMT 400 47101	300166 800631
			IC	21955A	122289	00536687	1,531.57	IC TRANSFER PMT 400 47110	300147 800631
			IC	21955B	122289	00536687	265.32	IC TRANSFER PMT 400 47102	300434 800631
			IC	21962	122289	00536687	56.46	IC TRANSFER PMT 400 47102	300434 800630
			IC	21962A	122289	00536687	42.40	IC TRANSFER PMT 400 47101	300166 800630
			IC	21962B	122289	00536687	1,541.23	IC TRANSFER PMT 400 47110	300147 800630
			IC	21962C	122289	00536687	222.67	IC TRANSFER PMT 400 47109	300434 800630
			IC	21963	122289	00536687	1,232.99	IC TRANSFER PMT 400 47101	300147 800625
			IC	21963A	122289	00536687	717.50	IC TRANSFER PMT 400 47109	300434 800625
							42,857.61		
		020193							
		POSTAGE							
59103		020202	IC	18592B	120189	00531497	11.80	IC TRANSFER PMT 521 52104	350323 W00365
			IC	18593	120189	00531497	87.19	IC TRANSFER PMT 521 52104	350323 W00329
			IC	20450B	121589	00534824	24.76	IC TRANSFER PMT 521 52104	350323 W00403
							123.75		
		020202							
		MESSENGER SERVICE							
59103		020305	IC	10873	100689	00519882	18.00	IC TRANSFER PMT 400 41203	300428 H10460
			IC	18594	120189	00531497	18.00	IC TRANSFER PMT 400 41203	300428 H10473
			IC	21964	122289	00536687	15.00	IC TRANSFER PMT 400 41203	300428 H10131
							51.00		
		020305							
		PRINTING AND STATIONERY							
59103		020501	IC	10872	100689	00519882	386.86	IC TRANSFER PMT 400 41202	300404 H00764
			IC	12369B	101389	00521833	18.45	IC TRANSFER PMT 400 41203	300431 H10469
			IC	17011A	111789	00529676	13.20	IC TRANSFER PMT 400 41203	300431 H10125
							418.51		
		020501							
		OTHER TRAVEL							
59103		021407	CA	JE2790	122089	00000000	3,446.53	VARIOUS JE2790	
							3,446.53		
		021407							

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1989 THRU DEC 31, 1989

RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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RCRRA PHASE 1 PRELIM ENGR * EIS

95,150.81

)

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BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD OCT 1, 1989 THRU DEC 31, 1989

RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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FUND 591 TOTAL

210,461.63

20

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

12

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>Authorized Signature</u> <u>2/23/90</u> <u>Date</u>	<u>Board Action Requested</u> Authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the contract for 1990 State light rail transit funds. <u>Action is Requested</u>
--	--

Request Justification

- See attached: 1) Proposed Resolution
2) Memorandum from Kathryn DeSpiegelaere dated February 23, 1990
3) Draft Contract Document

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

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
February 27, 1990

Signature

Date

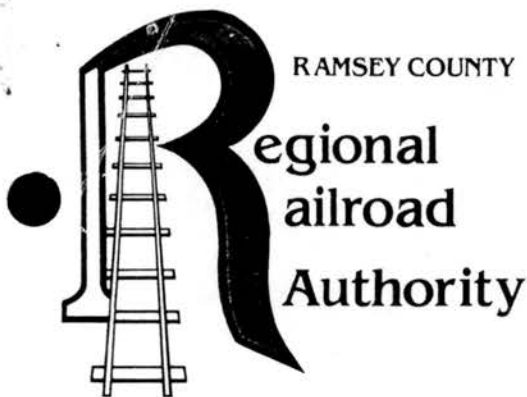
Board Date

Signature

Date

F. L. Glendenning

2/22/90



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, Director of LRT Planning *[Signature]* for ED

DATE: February 23, 1990

SUBJECT: Contract Approval - 1990 Minnesota Department of
Transportation Light Rail Transit Funds

The purpose of this agenda item is to gain authorization for the Chairman of the Rail Authority to sign the contract for State light rail transit funds, subject to normal review, and sign-off requirements as soon as contract documents are available.

Distribution of available 1990 State funds to participating metro area counties resulted in allocation of \$914,371 to Ramsey County. These funds will be split over three project areas:

- | | |
|--|------------|
| 1) Northeast Corridor Alignment Study..... | \$ 200,000 |
| 2) South Corridor Alignment Study..... | \$ 50,000 |
| 3) Phase II Preliminary Engineering-Midway Corridor..... | \$ 664,371 |

Total \$\$ 914,371

A draft of the contract document is attached for your review. The final document will be circulated for review and sign-off as soon as it is available.

Recommendation

Authorize the Chairman of the Rail Authority to sign the contract for 1990 state light rail transit funds, subject to normal review and sign-off by Budgeting and Accounting, the County Attorney, and Risk Management.

Attachment



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, the Ramsey County Regional Railroad Authority applied for 1990 state light rail transit funds administered through the Minnesota Department of Transportation; and

WHEREAS, the distribution of available 1990 state light rail transit funds to participating metro area counties resulted in allocation of \$914,371 to Ramsey County; and

WHEREAS, 1990 state light rail transit funds allocated to Ramsey County are to be split over three project areas:

- 1) Northeast Corridor Alignment Study.....\$ 200,000
- 2) South Corridor Alignment Study.....\$ 50,000
- 3) Phase II Preliminary Engineering-Midway Corridor.....\$ 664,371

Total \$ 914,371

WHEREAS, the Minnesota Department of Transportation is preparing contract documentation which will govern issuance and use of 1990 funds in the amount of \$914,371 in support of identified Ramsey County light rail transit studies; and

WHEREAS, the Ramsey County Regional Railroad Authority supports expeditious execution of the funding assistance contract as soon as it becomes available; Now, Therefore, Be It

RESOLVED, that the Ramsey County Regional Railroad Authority authorizes the Chairman to sign the contract for 1990 state light rail transit funds in the amount of \$914,371, subject to review and sign-off by Budgeting and Accounting, the County Attorney, and Risk Management.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

Contract Number 66617

LIGHT RAIL TRANSIT ASSISTANCE CONTRACT

This Contract, which shall be interpreted pursuant to the laws of the State of Minnesota, is made by and between the State of Minnesota acting by and through the State Department of Transportation (hereinafter referred to as "Mn/DOT") and Ramsey County Regional Railroad Authority (hereinafter referred to as "Recipient").

WITNESSETH THAT:

WHEREAS, Laws of Minnesota for 1989 Chapter 269, Section 2, Subd. 3 provides a state appropriation for distribution to regional railroad authorities in the metropolitan area if matched by other (local) funds on a dollar for dollar basis for planning, preliminary engineering, design, and construction of light rail transit (LRT) facilities; and

WHEREAS, the Recipient is eligible to receive these state funds for light rail transit activities.

NOW, THEREFORE, in consideration of the mutual covenants and agreements as hereinafter set forth, the parties to this contract mutually agree as follows:

I. Financial Participation

A. Responsibility of Mn/DOT

Mn/DOT will fund or cause to be funded an amount equal to \$914,371.00 or costs incurred completing tasks described in the Recipient's approved application for Light Rail Transit Planning (St. Paul Northeast corridor and St. Paul South Corridor) and Phase II Preliminary Engineering in the Midway Corridor, which is made a part of this contract by reference and is on file in Minnesota Department of Transportation's Office of Transit.

B. Responsibility of Recipient

The Recipient agrees to fund or cause to be funded an amount equal to that of Mn/DOT, that being \$914,371.00 (at a minimum) for costs incurred in the performance of tasks described in the approved application, for Light Rail Transit Planning (St. Paul Northeast Corridor and St. Paul South Corridor) and Phase II Preliminary Engineering in the Midway Corridor.

C. Allowable Project Expenses

Allowable project expenses incurred between and the October 3, 1989 effective date of this contract are eligible to be included as project costs. Staff time and expenses will be eligible costs in determining the railroad authority's local matching funds.

II. Payments by Mn/DOT

Mn/DOT agrees to pay the Recipient as the state share of this agreement for \$914,371.00 and in accordance with the following schedule:

Schedule #1: St. Paul Northeast Corridor and St. Paul South Corridor, total amount \$250,000.00

Partial payment No. 1 in the amount of \$56,250.00 (25% of total request) to be made in the first month of the current contract period;

Partial payment No. 2 in the amount of \$56,250.00 (25% of total request) to be made in the fourth month (June 1990) of current contract, after satisfactory review of the current quarterly report;

Partial payment No. 3 in the amount of \$56,250.00 (25% of the total request) to be made in the 7th month (September 1990) of current contract, after satisfactory review of current quarterly report;

Partial payment No. 4 in the of \$54,000.00 (24% of the total request) to be made in the 10th month (December 1990) of the current contract, after satisfactory review of current quarterly report

Upon the written request of the Recipient, Mn/DOT may vary the above disbursement schedule.

The remaining one percent (1%) will be paid to the Recipient upon completion of a final contract audit.

Schedule #2: Phase II Preliminary Engineering in the Midway Corridor, total amount \$664,371.00.

Partial payment No. #1 in the amount of \$166,092.75 (25% of total request) to be made in the first month of the current contract period (January 1991);

Partial payment No. #2 in the amount of \$166,092.75 (25% of total request) to be made in the fourth month (April 1991) of current contract, after satisfactory review of the current quarterly report;

Partial payment No. #3 in the amount of \$166,092.75 (25% of total request) to be made in the seventh month (July 1991) of current contract, after satisfactory review of current quarterly report;

Partial payment No. #4 in the amount of \$159,449.04 (24% of total request) to be made in the tenth month (October 1991) of current contract, after satisfactory review of current quarterly report.

Upon written request of the recipient, Mn/DOT may vary the above disbursement schedule.

The remaining one percent (1%) will be paid to the recipient upon completion of a final contract audit.

Upon completion of the final contract audit, Mn/DOT will make a final payment to the Recipient of the amount of any unpaid balance of the state funds share based on final, actual, eligible costs in accordance with the provisions of this contract. If it is determined based on the results of the final audit that Mn/DOT has overpaid the Recipient, the Recipient will refund the amount of overpayment upon receipt of a Mn/DOT invoice.

III. Management of LRT Project

A. Independent Contractor

Under the terms of this contract, Recipient is an independent contractor and has and retains full control and supervision of the services and full control over the employment and direct compensation and discharge of all persons assisting in the performance of its services hereunder. Recipient agrees to be solely responsible for all matters relating to payment of employees, including compliance with social security, all payroll taxes all other regulations governing such matters. Recipient agrees to be responsible for its own acts and those of its subordinates, employees and any and all subcontractors during the life of this contract.

B. Subcontracting by Recipient

All contracts between the Recipient and third parties will become an element of and subject to the provisions of this contract.

IV. Records and Documentation

A. Records

Recipient agrees to maintain all accounting and operating records required by Mn/DOT relative to this contract and its approved application. Recipient also agrees to require any and all subcontractors as a written condition of said Recipient's contract with such subcontractors to likewise maintain the same accounting and operating records required of Recipient, and to make said records available to Mn/DOT upon reasonable notice during the term of this contract and for five years thereafter. Said records will serve to determine the total project cost and state funds participation as specified in Articles I and II of this contract.

B. Audits

Pursuant to Minnesota Statutes Section 16B.06, subdivision 4, the books, records, documents, and accounting procedures and practices of the Recipient and any subcontractors relevant to this contract shall be subject to audit and examination by Mn/DOT and either the legislative auditor or the state auditor.

C. Reports

The Recipient agrees to provide Mn/DOT with a report at the end of each quarter summarizing its activities (accomplishments and project costs to date) during the period. Said report shall be submitted no later than 20 days after the end of the quarter being reported. A final report need also be submitted within 30 days of project completion. Report to include final project costs, recommendations, findings, and conclusions regarding project scope.

D. Allowable Expenses

Allowability of all expenses charged to Mn/DOT relating to this contract, shall be in accordance with the Federal Acquisition Regulation 48 CFR 1-31 and Federal Office of Management and Budget Circular A-87 for all Recipients who are not Private Non-Profit Organizations.

V. Contract Period

A. Effective Period

This contract shall be in effect upon full execution of this contract by the Commissioner of Finance through completion of tasks described in the approved application.

Unless the Recipient receives (has received) written Mn/DOT approval, the term of this contract shall not exceed twenty-four (24) months.

As noted in Article I, Section C of this contract, project expenses incurred between October 3, 1989 and the effective date of this contract are eligible to be included as project costs.

B. Termination of this Contract

Mn/DOT may withhold payment or terminate this contract at any time if the Recipient does not comply with the provisions of this contract. If Mn/DOT terminates this contract it reserves the right to take such action as it deems necessary and appropriate to protect the interests of the state. Such action may include curtailing the disbursement of any additional funds and requiring the return of all or part of any funds that have already been disbursed to the extent that the final Mn/DOT approved shares of state funds are not exceeded.

Mn/DOT may terminate this contract or reduce the amount of state funds participation shown in Articles I and II herein if funding becomes unavailable.

VI. General Provisions

- A. Recipient agrees that Sections B, C, D, E, F, G, H and I of this Article VI, below, shall be included in their entirety in any subcontracts executed between itself and any third parties for goods and services provided for in this contract requiring that such contractors make the same undertaking as therein required of Recipients.

B. Equal Employment Opportunity

In connection with the execution of this contract the Recipient agrees that it shall not discriminate against any employee or applicant for employment because of race, color, sex, or national origin. Recipient 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; recruiting; layoff or other forms of training, including

The Recipient agrees to provide liability coverage for claims which may arise out of services rendered performed by the recipient pursuant to this agreement. Such coverage shall be consistent w/ the ~~statutory~~ ~~liability~~ requirements placed on a municipality under Statute 466.

nt, under this diligent and nance shall be Mn/DOT through ble times.

or(s) agree to amounts of at property damage by wrongful act or omission, and \$600,000 for any number of claims arising out of a single occurrence. Insurance coverage shall be provided to protect the Recipient and Mn/DOT from any loss arising out of the accomplishing of project tasks. Recipient agrees to furnish all appropriate certificates of insurance, and to carry higher limits of insurance if required by Mn/DOT.

E. Indemnity

The recipient agrees to secure for all subcontractors liability insurance in the minimum amount of \$600,000 per occurrence. Recipient Subcontractors agree to furnish all appropriate certificates of insurance to Mn/DOT.

old harmless r demands of or death of y, caused by ny acts or tractors or or failing operations and its

any and all er persons nce of any under this

employees of the and all claims that may arise the worker's Compensation Act of the State of Minnesota on behalf of said employees while so engaged and any and all claims by any third parties

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.

C. Services

Services performed by the Recipient, under this contract shall be performed in a diligent and competent manner and their performance shall be subject to review and inspection by Mn/DOT through its designated agents at all reasonable times.

D. Insurance

The Recipient, and its subcontractor(s) agree to provide liability insurance in the amounts of at least \$200,000 per claim for injury, death, or property damage by wrongful act or omission, and \$600,000 for any number of claims arising out of a single occurrence. Insurance coverage shall be provided to protect the Recipient and Mn/DOT from any loss arising out of the accomplishing of project tasks. Recipient agrees to furnish all appropriate certificates of insurance, and to carry higher limits of insurance if required by Mn/DOT.

E. Indemnity

Recipient agrees to indemnify and hold harmless Mn/DOT 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, caused by or resulting in any manner from any acts or omissions of the Recipient, its subcontractors or its agents or employees, in performing or failing to perform any of the service, duties, or operations to be performed by the Recipient and its subcontractor under this contract.

It is hereby understood and agreed that any and all employees of the Recipient and all other persons employed by the Recipient in the performance of any of the services required or provided for under this contract shall not be considered employees of the state and that any and all claims that may arise under the Worker's Compensation Act of the State of Minnesota on behalf of said employees while so engaged and any and all claims by any third parties

as a consequence of any act or omission on the part of said Recipient's employees while so engaged in any of the services to be rendered under this contract by the Recipient shall in no way be the obligation or responsibility of the state.

F. Worker's Compensation

In accordance with the provisions of Minnesota Statutes Section 176.182 (1986) the Recipient agrees to provide acceptable evidence of compliance with the worker's compensation insurance coverage requirement of Minnesota Statutes Section 176.181, subdivision 2 (1986).

This section shall not be construed to create to create any liability on the part of the state or any governmental subdivision to pay workers' compensation benefits or to indemnify the special compensation fund, an employer, or insurer who pays workers' compensation benefits.

G. Limitations

The Recipient 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.

H. COMPLIANCE WITH MINNESOTA STATUTES, SECTION 363.073 AND MINNESOTA RULES PARTS 5000.3400 TO 5000.3600 AFFIRMATIVE ACTION

The Recipient HEREBY AGREES THAT it will comply with Minnesota Statutes, Section 373.073 as amended by Act of April 26, 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.

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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 20 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 of Human Rights. Recipient 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 an affirmative action plan approved by the Commissioner of Human Rights.

I. Non-Waiver

The failure of Mn/DOT at any time to insist upon a strict performance of any of the terms, conditions and covenants herein shall not be deemed a waiver of any subsequent breach or default in the terms, conditions and covenants herein contained.

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATIONBy _____
Title Assistant Commissioner
Date _____

RECIPIENT

For _____
By _____
Title _____APPROVED
COMMISSIONER OF ADMINISTRATIONBy _____
Date _____By _____
Title _____
Date _____

APPROVED AS TO FORM AND EXECUTION

By _____
Title Special Assistant Attorney
General
Date _____ENCUMBERED
COMMISSIONER OF FINANCEBy _____
Date _____