



Ramsey County Regional Railroad Authority.
Records.

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Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

Tuesday, May 8, 1990

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

1. * Minutes of the Ramsey County Regional Railroad Authority Board Meeting of April 24, 1990.
2. Chairman's Comments
3. * Ratify Partial Payment No. 6 to BRW, Inc. in the amount of \$55,234.37.
4. * Approve Agreement No. RCRRA-90-001 in the amount of \$244,865 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the agreement with Strgar-Roscoe-Fausch, Inc. on its behalf.
5. * Quarterly Report of Payments for RCRRA for Period of January - March, 1990.
6. LRT Coordination Plan Update - Discussion
7. Review of 1990 Legislation on LRT - Discussion

* Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APRIL 24, 1990

The regular meeting of the Ramsey County Regional Railroad Authority was called to order at 10:35 A.M. by Chairman Finley in the Large Conference Room of 316, Court House.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Warren Schaber
Commissioner Duane McCarty (entered during Item 3)
Commissioner Hal Norgard
Commissioner Donald Salverda

MEMBERS ABSENT: Commissioner Ruby Hunt

Also Present: James Van Houdt, Ed Glaubitz, Robert Clarkson, Hugh Faville, Kathleen Peippo, Marit Smaby-Nowlin, Kathryn DeSpiegelaere, David MacMillan represented the County Attorney's Office, Frances Glendenning, James Tolaas, Jill Goski, David Minister, Dick Wolsfeld

1. Minutes - A. Scoping Document Public Hearing of March 27, 1990, and B. Regular Ramsey County Regional Railroad Authority Board Meeting of April 10, 1990.

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

The Ramsey County Regional Railroad Authority approves the minutes of - A. Scoping Document Public Hearing of March 27, 1990, and B. Regular Ramsey County Regional Railroad Authority Board Meeting of April 10, 1990, as written.

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

2. Chairman's Comments

Chairman Finley did not have any comments to present.

3. Adopt Scoping Decision Document for Midway Corridor

Chairman Finley asked if the resolutions which Ms. DeSpiegelaere distributed to the Board Members had been given out to the members prior to this meeting, as these deal with matters considered at the Work Session on April 17th. Ms. DeSpiegelaere said these had been distributed earlier for any comments or suggestions from the Board Members.

Chairman Finley said the first resolution deals with the tunnel alternatives which we had decided that this would cost an additional \$900,000 for this study which would mean four to six months delay, and the fact that the geology of the area makes it extremely difficult to tunnel in downtown St. Paul, and that we not proceed at this time with this. The other reason is the problems with the extensions out into the other alignments, especially the one which goes out to Shepherd Road which would be almost impossible to connect by tunnel.

Commissioner Ahrens does have a concern about this, when we actually decided to do that, she supported that position not to look at the tunnel. However, at the Work Session afterwards they looked at the charts which were displayed on the wall, we looked at the access through the Capitol area. She understands you have the same problem in the Capitol area in that the tunneling would be difficult because of the subsurface problems, but when you look at how you would access downtown, assuming we had all looked at the University Corridor and felt that there were very great problems with the University Avenue Corridor, in terms of the BN Corridor and the I94 Corridor, one of her concerns is if we do not look at the tunneling issue, it could all but effectively eliminate the I94 Corridor because of the complexity of getting that rail into the Capitol Area. This is an area we are truly going to have to service.

Commissioner Ahrens continued, there were some potential tunneling of the BN Corridor as well, and both of these are issues because of the Capitol design group that have real problems with bringing any kind of issue because of bringing any kind of vehicle around the Capitol at a surface level. She is wondering at this point if tunneling is to be looked at in terms of the Capitol area, are we still facing the same kind of time restraints, four months delay, that we would be if we looked at it for the downtown and the Capitol. She is afraid that we are making some decisions by eliminating that in the Capitol area that will preclude us from a real opportunity of having choices when we want to make the choice, it is just a question at this point, it is a question because of the scenario at this point because of the discussion at the meeting we had at the St. Paul Hotel.

Kathy DeSpiegelaere responded, she had discussed this previously with Commissioner Ahrens, and she brought a diagram of the area. She had spent four days with the Capitol Area staff, so they are aware of this recommendation. She does not believe that not looking at a tunnel would preclude the I94 alignment. She showed the illustration which has been revised since the Work Session, which shows the Capitol Area.

Commissioner Schaber discussed the second resolve in the resolution, he does not understand what it says, "unlike Downtown Minneapolis, which has uniform geology, the geology of the Capitol area and Downtown St. Paul is variable". This does not read very well to him, and he does not know if that is precluding the Capitol because of the way it reads.

Dick Wolsfeld addressed the Committee, he discussed the options which are left, there is a similar situation in terms of adding a short piece of tunnel, he pointed out the alternatives of the Draft Scoping Decision Document say we should analyze, so they are coming in 94, and the Tenth Street exit is the area we could follow, Marion, Rice, behind the Capitol, in terms of University, and then you would get over to Cedar Street, to connect to whatever happens in the Downtown area, and technically make a connection that you could come out on I94 to get to 12th Street to make those connections also. These are the connections that we are saying that we are going to study and essentially look at at grade. There is a short piece of roadway which he pointed out which could be described similar to the way 5th and 6th come into Downtown, you could describe this as a tunnel, or also as a long bridge. We would make the interpretation to get out of the median of 94, to get to one of those connections, if it required to go under a roadway, which is likely we might, we would not technically call it a tunnel. We would just call that a long bridge, and we are reserving the word, tunnel meaning a fairly long piece of the Downtown area, that would be if you do not service the Capitol.

Mr. Wolsfeld pointed out to get to downtown and serve the Capitol, this is very difficult without doing something circuitous.

Hennepin County had the same problem with the Central Corridor, when they came out of the Downtown, Minneapolis Park Board said they did not want them on the West River Parkway, and when they went to the University of Minnesota, there was major concern on the East Bank of the traffic disruption, thru traffic. From the time the Draft Environmental Impact Statement was completed to the final, the Rail Authority has chosen as a third alternative a short piece of tunnel under the West River Parkway, and a very short piece of tunnel on the East Bank. Both of those have been amended into the final the EIS and the Minnesota Environmental Quality Boards said that they are introducing a new alternative because those tunnels were never mentioned in the Draft EIS, but they will be put in the final EIS, the comment period will go from two weeks to thirty days, and then the HCRRA will make a final decision an adequacy decision. This added zero time to the time schedule to add a short piece of tunnel into the process. The environmental process, this would be viewed as a minor modification, and if you are looking at plan view, there is no difference in terms of where the alignment is, rather than being a grade, it is depressed.

Mr. Wolsfeld continued, one might be able to take the interpretation that if you had a short piece of tunnel to better serve the Capitol, that you could introduce that as an alternative during the preparation of the Draft EIS without any delay. If some of these had problems, and we determined there was a better way to get service to the Capitol, we could introduce that during the preparation of the Draft EIS as an alternative, we could go to the Draft EIS without it as an alternative, and if it was raised again by the Capitol Area Board, it could be put in as an alternative and be impacted between the Draft and the Final, and all you would have to do is add two weeks to the schedule, by adding a longer comment period. There is some

flexibility in terms of adding and dropping alternatives. The attorneys have all this written in letters and accepted by the Environmental Quality Board and signed by them that this process is acceptable. Obviously, each case is different, but if they would do it for LRT in Hennepin County, he cannot believe they would find differently for LRT in Ramsey County. In terms of the schedule, he thinks you could introduce those without much change as long as it is a minor alignment modification, that is the key in the interpretation. To introduce a tunnel in the Downtown, that would not be a minor alignment modification.

Ms. DeSpiegelaere thinks that there was agreement among those who were present at the presentation that the geology of the Downtown and the Capitol Area is non-uniform, and it does differ from that of Minneapolis. There is, however, some question as to exactly how this would affect the cost of the construction so in order to leave that a little vague, the second sentence indicates that there would be less certainty in identifying and studying those options, and that the costs would be more variable, but it is not certain that the costs would be considerably greater for constructing a tunnel at this time, it could be, but we are not certain.

Commissioner Schaber had raised the question, as in the first sentence the Capitol Area was mentioned, and in the second sentence you dropped the Capitol Area, he asked if the Capitol Area should be included in both. Ms. DeSpiegelaere agreed that it should be to have a good clarification.

Commissioner McCarty wondered if we had to have the comparison with Minneapolis in this resolution. However, Chairman Finley feels that we have to have that as it is the only way the issue came up was because of Minneapolis, and the fact that Minneapolis and Hennepin County have been saying it is so easy to tunnel in Downtown Minneapolis because of the geology, that is the whole reason why they looked at it.

Chairman Finley asked if the staff received any comments on the proposed resolutions, and Ms. DeSpiegelaere said Chairman Finley had some comments on some of the resolutions.

Ms. DeSpiegelaere said in meeting with the Capitol Area people, when she was at the Legislature, she did let them know what the recommendation was, and they were somewhat disappointed, but encouraged when she explained there still was interest in exploring the alternatives that went behind the Capitol as well.

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

WHEREAS, Ramsey County Regional Railroad Authority has reviewed comments made on the Environmental Assessment Worksheet/Draft Scoping Decision Document for LRT for the Midway Corridor; and

WHEREAS, The City of St. Paul has commented, "The EIS should study one or more tunnels as alternative alignments in the Downtown area and/or Capitol area."; and

WHEREAS, The Capitol Area Architectural and Planning Board has commented, "A below-grade alignment under the Mall should be seriously considered. Such an alignment could connect with the Capitol Complex tunnel system. No alignments should cross the surface of the Capitol Mall."; and

WHEREAS, The Midway Corridor Task Force has passed a motion that, "The current scope of work for consultants for the Midway Corridor does not include analysis of a tunnel option for Downtown St. Paul. Ramsey County Regional Railroad Authority Commissioners should consider adding a tunnel for Downtown St. Paul to the scope of work being performed for the Midway Corridor."; and

WHEREAS, St. Paul Councilmember Tom Dimond has commented, "Tunneling should be considered for Downtown and the Capitol Complex so street traffic is not restricted, appearance is enhanced, and the best all-weather conditions are provided."; and

WHEREAS, These comments have been carefully considered; and

WHEREAS, Funding for LRT is limited. The decision to construct a tunnel, with its higher cost than a surface alignment, would limit the funds available for the remainder of the LRT system; and

WHEREAS, Additional information will be available in the next few months on the feasibility of surface alignments that will be of value in determining if consideration of tunnel alternatives are warranted for LRT in Downtown St. Paul or the Capitol area; and

WHEREAS, The Coordination Plan being prepared by the Joint LRT Advisory Committee will include information on tunneling experiences in other areas that will be of benefit to decisions on tunneling in the Twin Cities Metropolitan area; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority will continue with exploration of surface alignments in Downtown St. Paul and the Capitol area and will not consider tunnel options at this time for the following reasons:

1. The additional cost of studying a tunnel for Downtown St. Paul and the Capitol area to a level of detail comparable to the engineering work being completed for surface alignments in the Midway Corridor has been estimated by BRW to be \$900,000 and would require four to six months to be added to the anticipated completion date of the Draft Environmental Impact Statement for the Midway Corridor. The Legislature is anticipating a decision by Ramsey County Regional Railroad Authority on LRT alignment for the Midway Corridor in January, 1991. The addition of a tunnel study would delay that decision until at least April, 1991.
2. Unlike downtown Minneapolis, which has uniform geology, the geology of the Capitol area and Downtown St. Paul is variable. It is likely, therefore, that there would be less certainty in initial identification of tunnel options and costs for the Capitol area and Downtown St. Paul.
3. Tunnel configurations for Downtown St. Paul may limit alternatives for connections to additional LRT corridors and present serious difficulties for connection to the South/Southwest LRT Corridor; and Be It Further

RESOLVED, That tunnel alternatives may be considered if surface alignment alternatives are not feasible.

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

R90-19

Chairman Finley then discussed the second resolution, which deals with the combination alignments, that we will not be looking at every possible variation.

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

WHEREAS, Ramsey County Regional Railroad Authority has reviewed comments made on the Environmental Assessment Worksheet/Draft Scoping Decision Document for LRT for the Midway Corridor; and

WHEREAS, Several comments were received that combinations of alignments, such as LRT on a portion of I-94 and a portion of University Avenue, should be considered in the Environmental Impact Statement for the Midway Corridor; and

WHEREAS, These comments have been carefully considered; Now Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority will address combination alignments in the Environmental Impact Statement within these guidelines:

1. Combination alignments will not be sought out, but will be allowed to develop out of opportunity and adversity, such as the ability to serve a significant traffic generator or avoid a serious alignment problem. After a limited assessment of the combination alignment proposal, Ramsey County Regional Railroad Authority will determine whether a detailed analysis of the combination alignment should be completed.

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

R90-20

Chairman Finley explained that he had some input in the initial draft of the next resolution to be considered, as it is important that we emphasize the fact that we will not be studying University - Sherburne unless the City makes the its final determination that that is the land use pattern which they want, which is one way in each direction for the traffic pattern. That the City goes through their process, and meet the deadling that we have. It is quite clear now because in the previous resolution that we have to have an approval process in order to meet our time frame. This is a huge undertaking, and if it is being done for land use purposes, it should be done by unit of government that has control over the land.

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

WHEREAS, Ramsey County Regional Railroad Authority has reviewed comments made on the Environmental Assessment Worksheet/Draft Scoping Decision Document for LRT for the Midway Corridor; and

WHEREAS, The City of St. Paul requested that "The Environmental Impact Statement should address implications of future land use and transportation system changes upon LRT alignment options along University Avenue. Specifically, the EIS should evaluate alignment options in the event that University and Sherburne Avenue become paired as one-way streets in the future."; and

WHEREAS, University UNITED requested that the "Ramsey County Environmental Impact Statement for the Midway Corridor include the transportation plan for University and Sherburne Avenues, which was initiated by University UNITED in December through a request to PED for a comprehensive transportation plan for University Avenue which would address possible LRT location on the Avenue."; and

WHEREAS, These comments have been carefully considered; and

WHEREAS, Sherburne Avenue is under the jurisdiction of the City of St. Paul and University Avenue is under the jurisdiction of the Minnesota Department of Transportation and making the two streets that are currently two-way streets into one-way streets would require a detailed analysis, coordination among units of governments and involvement of the residents and business establishments that would be affected; and

WHEREAS, The University/Sherburne Avenue proposal has implications for land use and transportation under the control and direction of the City of St. Paul that far exceed the impacts of light rail transit; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority will assess after August 15, 1990, the incremental impacts of locating two LRT tracks on the north side of University Avenue only if:

1. The City Council of St. Paul adopts a resolution by August 15, 1990, that approves University and Sherburne Avenues as one-way streets within a timeframe consistent with LRT implementation in the Midway Corridor, and
2. The Council in its resolution clearly identifies the portion of each street included in the one-way designation, and
3. The basis for St. Paul's commitment is an analysis that includes but is not limited to issues defined in an April 10 memo by St. Paul staff: traffic, noise, air quality, access, parking, aesthetics, pedestrian safety and economic/land use, and
4. There is an understanding that the agency responsible for LRT will not absorb the land use/transportation costs associated with making University/Sherburne Avenues one-way streets, and
5. Neighborhood, business and Minnesota Department of Transportation concurrence has been received for the proposed changes before August 15, 1990, and
6. The assessment of LRT on the north side of University Avenue assessment is still desired by the City Council of St. Paul at that time.

R90-21

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

Chairman Finley discussed the fourth resolution which is the decision to set forth all of the studies as part of the technology, the transit technology and the studies that have been done on this Corridor, this is the history of it.

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

WHEREAS, Ramsey County Regional Railroad Authority has reviewed comments made on the Environmental Assessment Worksheet/Draft Scoping Decision Document for LRT for the Midway Corridor; and

WHEREAS, Comments have been received that transit technologies in addition to LRT should be examined in the Environmental Impact Statement; and

WHEREAS, The Regional Transit Board has commented that, "Both the EAW and the Scoping Decision Document should mention that the EIS will not address other transit modes as alternatives to LRT because of the extensive previous planning done on LRT in the Twin Cities metropolitan area. The Midway Corridor has been previously identified by the Metropolitan Council as a candidate corridor for LRT service. This statement should be included under Item #5, 'Description of the Proposed Project.'"; and

WHEREAS, These comments have been carefully considered; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority will address the subject of other transit technologies in the Environmental Impact Statement (EIS) in this manner:

A history of the study of transit technologies in the Twin Cities Metropolitan area will be provided in the EIS. It will include the early 1970's studies by the Metropolitan Transit Commission of the transit family of vehicles, including heavy rail and automated guideway transit (AGT); and the Metropolitan Council's assessment of transit technologies in the Long Range Transit Analysis of 1986.

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

R 90-22

Chairman Finley explained the next resolution deals with "no bill" alternative, and how the bus system is going to be affected by it. This has to do with the enhancement question which was raised again by the Saint Paul City Council.

Commissioner McCarty pointed out that a correction should be made in the first Resolved, The in the second paragraph, second sentence should be corrected to "This".

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

WHEREAS, Ramsey County Regional Railroad Authority has reviewed comments made on the Environmental Assessment Worksheet/Draft Scoping Decision Document for LRT for the Midway Corridor; and

WHEREAS, The City of St. Paul has commented, "The Environmental Impact Statement should consider the no-build alternative including enhancements to the existing modes of transportation."; and

WHEREAS, These comments have been carefully considered; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority will address the no-build alternative in the Environmental Impact Statement in this manner:

The transit service to be assessed under the no-build alternative is the 2010 all bus system. This is the Regional Transit Board's vision of the bus transit service that will be in place in the year 2010 and includes enhancements to existing modes of transportation; and Be It Further

RESOLVED, That the LRT alternatives to be assessed will include, in addition to LRT, a bus system custom designed by the Metropolitan Transit Commission staff, in cooperation with the Regional Transit Board, City of St. Paul, BRW and Ramsey County Regional Railroad Authority staff.

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

R90-23

Commissioner Schaber wished to comment that the Work Session was very helpful to him personally, and he appreciates the fine job which the staff did.

Chairman Finley feels it was very helpful to all of us, the last sessions have been very helpful, and Dick and his staff presented a little bit more of the detail, and some of the engineering type of problems and really looking at how much has to go into the planning. If you look at some of the detail, and realize that we are only at less than 5% of the total details needed for the completion of this project.

Commissioner Schaber added that particularly the detail on University Avenue was very, very helpful.

Chairman Finley said this is the last resolution to approve the Document which includes all the changes and the comments which have been received.

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

WHEREAS, An Environmental Assessment Worksheet/Draft Scoping Decision Document has been prepared for Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority for LRT for the Midway Corridor; and

WHEREAS, Notice of availability of the reports was published in the Minnesota Environmental Quality Board's (EQB) Monitor and the period of comment ended on April 4, 1990; and

WHEREAS, Copies of the reports were forwarded to all agencies listed on the official notification list of the EQB, to all libraries in Ramsey County, and to other interested parties; and

WHEREAS, Press releases were sent to newspapers in the area of the project and those of general circulation about the availability and content of the reports; and

WHEREAS, A scoping meeting to present information on the project and obtain the responses of the public was convened at two times at two different locations on March 27, 1990; and

WHEREAS, Comments on the project have been received from many organizations and individuals and have been considered by Ramsey County Regional Railroad Authority; Now, Therefore, Be It

RESOLVED, That, Ramsey County Regional Railroad Authority adopts the Scoping Decision Document dated April 24, 1990 for the Midway Corridor.

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

R90-24

4. Authorize BRW, Inc. to hire Cambridge Systematics as sub-consultant for Midway Corridor LRT patronage forecasts

Commissioner Salverda would like to know if this firm is not the low bidder, why are we going with them.

Ms. DeSpiegelaere explained that they are not the low bidder, it is a question of you get what you pay for, sometimes the low bidder is not as experienced, and so, therefore, it would end up costing you more because you need far more hours than if you hired someone with more experience who could do the job in fewer hours.

Dick Wolsfeld has worked with these people on four or five projects, not only in the Twin Cities, but also in other parts of the country. There are only three or firms in the country who really do this kind of work. Cambridge Systematics is in the category of being one of the premieres in the industry.

Chairman Finley asked David Minister from the RTB if he has worked with Cambridge. Mr. Minister said he is familiar with the firm, the San Francisco Bay Area forecasting was all developed by Cambridge Systematics a number of years ago, and they were very excellent model. They are one of the premiere firms that does patronage forecasting.

Commissioner Schaber does not think it is the low bid, and he feels that there should be something to indicate, a letter or something within our own documentation, as to why this was selected, as it is not on the basis of bid, but on a professional service contract, and the resolution should indicate this as well.

Chairman Finley was in agreement on this.

David MacMillan said a whereas can be added to the resolution to reflect this.

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

WHEREAS, Ramsey County Regional Railroad Authority has contracted with BRW, Inc. for Phase I of preliminary engineering and an Environmental Impact Statement for the Midway Corridor; and

WHEREAS, One element of that study is the completion of patronage forecasts for alternative alignments in the Midway Corridor; and

WHEREAS, Three firms submitted proposals in response to this solicitation; and

WHEREAS, Hennepin and Anoka County Regional Railroad Authorities are also seeking patronage forecasts; and

WHEREAS, It is most desirable that patronage forecasting models and methods be consistent among the Ramsey, Hennepin and Anoka county Regional Railroad Authorities; and

WHEREAS, BRW and the staffs of the Ramsey, Hennepin and Anoka County Regional Railroad Authorities have jointly reviewed the proposals for forecasting which have been submitted; and

WHEREAS, the Cambridge Systematics proposal was deemed by all reviewers to be the most responsible proposal for the following reasons:

1. The Cambridge Systematics team members have greater experience with modeling and the computer model for forecasting.

2. The Cambridge firm has experience with the Twin Cities area, while the other firms have no such experience.

3. Because of the experience of the Cambridge firm, total cost to prepare the forecasts could be less than that of other proposers since the number of hours needed to gain experience and expertise will be less; Now, Therefore, Be it

RESOLVED, That BRW is authorized to contract with Cambridge Systematics for patronage forecasting services for the Midway Corridor LRT Environmental Impact Statement at a cost not to exceed \$25,000.

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

R90-25

5. Update on Legislation

Chairman Finley informed the Board that the \$1 million dollars that passed the Senate once is not in the bonding bill. The \$3.4 million that was the second of the 1990 appropriation was originally scheduled to be deleted in the Tax Bill. Rice held on from the House, and it was reduced by \$650,000 which leaves a significant amount there, which will give us enough money to continue the second phase of the Preliminary Engineering after the alignment is chosen next year, so we have a good piece of that. It had looked like the entire appropriation was going to be eliminated.

Commissioner Ahrens wanted to share what has occurred at the Light Rail Advisory Committee, they did talk about the fact that they had only one meeting this winter, and the April 28th meeting has not been cancelled, and the next meeting is scheduled for the 23rd of May. That means it will be basically a month or five weeks to do all of those functions which they are to have done in the time according to the Legislature.

Commissioner Ahrens is concerned that they will have to accomplish in five weeks what they could have had covered in the six months time that has elapsed.

David Minister informed the Board that they have asked for relief from the July 1st deadline, and will not complete this Coordination Plan effort until October, there will be a chance for a number of meetings of the Advisory Committee to occur. However, he does share the concern that the Advisory Committee has not met, and that three or four meetings have been cancelled. He is in hopes these meetings will start on a regular basis..

Chairman Finley believes the last meeting was cancelled as the Anoka County Commissioners could not make it. He suggested that the matter of the meetings be taken up with the Chairman of the Advisory Committee.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley _____ Originating Department _____ J. T. Finley /s/ _____ 5/1/90 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 _____

May 8, 1990

Board Date _____

Signature _____

Signature _____

F. L. Glendenning

Signature _____

Date _____

Date _____

5/1/90

Date _____

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority Originating Department <u>K. H. Spiegel</u> <u>4/30/90</u> Authorized Signature Date	Board Action Requested Ratify Partial Payment No. 6 to BRW, Inc. in the amount of \$55,234.37. <u>ACTION IS REQUIRED.</u>
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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 \$55,234.37 for the period ending February 28, 1990, has been issued in accordance with contract provisions and Rail Authority Resolution No. R-89-70. 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. 6
3. BRW, Inc. Invoice No. 57345 and attachments

Budgeting and Accounting Mark Johnson 5/2/90

County Attorney Don Mac

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
May 8, 1990	<u>F. L. Henderson</u>	5/1/90
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 February 28, 1990; 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 R89-70) the Direction of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 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. 57345, Partial Payment No. 6, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through February 28, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$55,234.37 for Ramsey County Regional Railroad Authority's share of services rendered through February 28, 1990 is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date April 19, 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	\$55,234.37

\$55,234.37
Total

(4) PAY TO: 2
 8 First Name & Initial BRW, Inc. 9-22
 Last Name or Firm Name Thresher Square 23-52
700 Third Street South 53-76
 8 Address Minneapolis, MN 9-32
 City State 33-54 Zip Code 55415 55-59

Soc Sec No OR
 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 6; Inv. No. 57345; Phase I PE/EIS Studies
 9-60 for Midway Corridor
5 Agreement PA 800; Acct. 59103-020102; 2/28/90
 9-60

For Risk Management Use Only 6
 8 9-24
 Last Name First Name

(6) SEND TO: Address Use only if Payee and/or 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. L. Spiegel

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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 6

PREPARED BY: [Signature]
ENTERED BY: [Signature]

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

PROJECT COST CENTER: 59103 AGREEMENT NO: PA 800

DATE: 19 MAR 90

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

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

ACCOUNT NUMBER 59103-020102
TOTAL VALUE OF WORK CERTIFIED - 28 FEB 90
LESS 5% RETAINAGE
AMOUNT DUE
LESS PREVIOUSLY APPROVED PAYMENTS:

PERCENT COMPLETED	15.4%
	\$215,575.91
	\$10,778.80
	\$204,797.11
	\$142,288.12

ALLOWABLE PAYMENT FOR THIS PARTIAL:	<u>\$62,508.99</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.

4/23/90 [Signature]
DATE DIRECTOR, RC/REGIONAL RAILROAD PLANNING
4/19/90 [Signature]
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRRA 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	\$50,216.59	\$6,662.10	\$56,878.69
PARTIAL PAYMENT NO. 6	\$55,234.37	\$7,274.62	\$62,508.99
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:	\$181,043.35	\$23,753.76	\$204,797.11

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$1,398,039.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$204,797.11
AMOUNT REMAINING ON AGREEMENT	<u>\$1,193,241.89</u>



MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST. PETERSBURG

INVOICE

57345

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: February 28, 1990

JOB NO: 41-8923 through
41-8939, 62-8944,
62-8954, 26-8956,
62-9004 through
62-9010, 26-9001
through 26-9003

INVOICE PERIOD: February 1 - February 28, 1990

INVOICE DATE: February 28, 1990

FEDERAL TAX ID NUMBER: 41-1625272

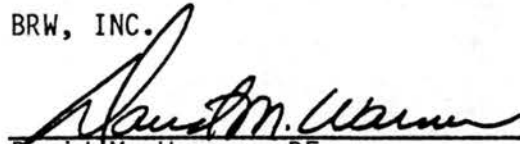
For Professional Services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRRA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

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 58,141.44	\$ 132,430.51	\$ 190,571.95
o Less 5% Retainage	2,907.07	6,621.53	9,528.60
o Due This Billing	\$ 55,234.37	\$ 125,808.98	\$ 181,043.37
Hennepin County RRA	\$ 7,657.49	\$ 17,346.47	\$ 25,003.96
o Less 5% Retainage	382.90	867.33	1,250.23
o Due This Billing	\$ 7,274.59	\$ 16,479.14	\$ 23,753.73

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 B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO HCRR-89003

INVOICE PERIOD : 1 FEBRUARY 1990 - 28 FEBRUARY 1990

FILENAME: 89003_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$1,374.18
AUTO/MILEAGE	183.31
OUTSIDE REPRODUCTION/PHOTO	15.68
POSTAGE	143.22
BLEPRINT SUPPLIES	36.59
PRINTING SUPPLIES	417.70
COMPUTER PROCESSING	75.00
LIBRARY/REFERENCE	17.25

TOTAL	\$2,262.93
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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
1/30/90	8	Overheads, Meeting Ramsey County	\$ 1.25	\$ 10.00
1/30/90	2	Overheads, Meeting Ramsey County	4.35	8.70
1/30/90	16	Overheads, Meeting Ramsey County	1.35	21.60
1/30/90	12	Overheads, Meeting Ramsey County	2.35	28.20
2/6/90	6	Mylars for Meetings	2.25	13.50
2/6/90	8	Mylars for Meetings	12.25	98.00
2/8/90	2	Mylars for Meetings	2.25	4.50
2/8/90	1	Mylars for Meetings	1.25	1.25
2/8/90	2	Mylars for Meetings	7.30	14.60

Subtotal Camera Department \$ 200.35

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
1/7/90	1	100	Task Force Meeting Handouts	\$.04	\$ 4.00
1/7/90	2	1	Task Force Meeting Handouts	.04	.08
2/1/90	44	50	Copies for EAW/Scoping Decision	.04	88.00
2/1/90	58	50	Copies for EAW/Scoping Decision	.04	116.00
2/2/90	44	50	Copies for EAW/Scoping Decision	.04	88.00
2/2/90	56	50	Copies for EAW/Scoping Decision	.04	112.00
2/8/90	43	60	Copies for EAW/Scoping Decision	.04	103.20
2/8/90	1	60	Copies for EAW/Scoping Decision	.04	2.40
2/9/90	58	60	Copies for EAW/Scoping Decision	.04	139.20

Subtotal Xerox Department \$ 652.88

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
2/8/90	1	Mylars for Meetings	\$ 1.25	\$ 1.25
2/12/90	2	Report Documents for Meetings	2.25	4.50
2/12/90	1	Report Documents for Meetings	1.25	1.25
2/12/90	2	Report Documents for Meetings	7.30	14.60
2/15/90	2	Base Maps Midway Corridor	4.35	8.70
2/15/90	4	Base Maps Midway Corridor	17.90	71.60
2/27/90	3	Cover for Meeting Handout	1.15	3.45
2/27/90	2	Cover for Meeting Handout	2.25	4.50
2/27/90	3	Camerawork for Newsletter	2.25	6.75

Subtotal Camera Department \$ 316.95

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
2/12/90	43	60	Copies for EAW/Scoping Decision	\$.04	\$ 103.20
2/12/90	57	60	Copies for EAW/Scoping Decision	.04	136.80
2/21/90	26	38	Downtown Task Force Mailing/ Agenda/Handouts	.04	39.52
2/23/90	3	35	Downtown Task Force Minutes	.04	4.20
2/23/90	111	1	Copy of Federal Register Ruling	.04	4.44
2/27/90	33	12	Conceptual Alternatives Report	.04	15.84
2/27/90	9	95	MCTF Mailing - Agenda, Minutes, Handouts	.04	34.20

Subtotal Xerox Department \$ 991.08

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
2/27/90	3	Camerawork for Newsletter	\$ 1.25	\$ 3.75

Subtotal Camera Department \$320.70

XEROX DEPARTMENT

Date	No. Orig.	No. Copies	Description	Unit Price	Total
2/27/90	6	75	MCTF Mailing - Agenda, Minutes, Handouts	\$.04	\$ 18.00
2/28/90	33	30	Technical Group Mailing	.04	39.60
2/28/90	4	30	Technical Group Mailing	.04	4.80

Subtotal Xerox Department \$1,053.48

TOTAL DUE THIS INVOICE \$1,374.18

BRW, INC.

FEBRUARY 28, 1990
INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL WOLSFELD, RICHARD	11.0	130.00	1,430.00
SR. ASSOCIATE WARNER, DAVID	46.0	75.00	3,450.00
TECHNICIAN II SCHOONENBERG, KATHY	0.9	32.50	29.25
TECHNICIAN I LAYER, JULIE	1.4	25.00	35.00
TOTALS	59.3		4,944.25

TOTAL LABOR 4,944.25

TOTAL THIS JOB \$ 4,944.25

MIDWAY LRT SYSTEM ENG

JOB NO. 02689.56

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL ERICKSON, GARY	10.5	130.00	1,365.00
ASSOCIATE BERTELSEN, JOHN	5.0	70.00	350.00
PROFESSIONAL II SKOW, BRADLEY	124.0	55.00	6,820.00
SR. TECHNICIAN LARSON, ALLAN	8.0	40.00	320.00
TECHNICIAN II BLUM, BARBARA	29.4	32.50	955.50
TECHNICIAN I DAVIDSON, ANNE MARIE	0.3	25.00	7.50
JENSEN, KENNETH	0.5	25.00	12.50
SUBTOTALS	0.8		20.00
TOTALS	177.7		9,830.50

TOTAL LABOR 9,830.50

TOTAL THIS JOB \$ 9,830.50
=====-----
MIDWAY LRT DWNTN SYS PLN

JOB NO. 02690.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE BERTELSEN, JOHN	13.5	70.00	945.00
PROFESSIONAL I HORWITZ, BARBARA	1.0	42.50	42.50
SR. TECHNICIAN HANFORD, DONALD	57.0	40.00	2,280.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

TECHNICIAN III
ANDERSON, JANET

15.3

35.00

535.50

TOTALS

86.8

3,803.00

TOTAL LABOR

3,803.00

TOTAL THIS JOB \$ 3,803.00

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	4.5	130.00	585.00
SR. ASSOCIATE			
WARNER, DAVID	9.0	75.00	675.00
PROFESSIONAL I			
COLBURN, ELIZABETH	76.0	42.50	3,230.00
HORWITZ, BARBARA	4.0	42.50	170.00
SUBTOTALS	80.0		3,400.00
SR. TECHNICIAN			
BARTEL, DAVID	1.0	40.00	40.00
BLANKENSHIP, TIMOTHY	6.0	40.00	240.00
SUBTOTALS	7.0		280.00
TECHNICIAN III			
HANSON, KENTON	16.5	35.00	577.50
NORD-SHEPTAK, CANDIS	8.0	35.00	280.00
PATRICK, CHRISTOPHER	23.0	35.00	805.00
SUBTOTALS	47.5		1,662.50
TECHNICIAN II			
ANDERSON, BETTY	6.0	32.50	195.00
ELLINGSON, RITCH	2.0	32.50	65.00
HAWKINSON, TOM	3.4	32.50	110.50
HAZLETT, SALLY	2.5	32.50	81.25

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

NESS, ELIZABETH	1.5	32.50	48.75
SCHOONENBERG, KATHY	1.3	32.50	42.25
STUBBS, ROBERT	5.5	32.50	178.75
WICKLUND, DAVID	20.0	32.50	650.00
ZIMMERMAN, MARK	1.5	32.50	48.75
SUBTOTALS	43.7		1,420.25

TECHNICIAN I

ASHLAND, CAROL	3.9	25.00	97.50
BEYER, GINA	3.0	25.00	75.00
FOSTER, JANE	0.2	25.00	5.00
HAMRICK, CLAUDIA	0.3	25.00	7.50
KOLA-BANKOLE, FELICIA	2.2	25.00	55.00
LAYER, JOHN	3.0	25.00	75.00
LAYER, JULIE	0.8	25.00	20.00
MOLITOR, LINDA	2.3	25.00	57.50
POPE, LEZLIANNE	1.5	25.00	37.50
SCHOONENBERG, KATHY	0.9	25.00	22.50
THURY, TAMI	0.5	25.00	12.50
SUBTOTALS	18.6		465.00

TOTALS	210.3		8,487.75
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TOTAL LABOR 8,487.75

TOTAL THIS JOB \$ 8,487.75

MIDWAY LRT-SYSTEM PLAN.

JOB NO. 04189.26

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	8.5	130.00	1,105.00
SR. ASSOCIATE			
PRESTON, HOWARD	9.5	75.00	712.50
WARNER, DAVID	39.0	75.00	2,925.00
SUBTOTALS	48.5		3,637.50

PROFESSIONAL II

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

NILES, MARK	62.0	55.00	3,410.00
SMITH, WILLIAM	28.5	55.00	1,567.50
SUBTOTALS	90.5		4,977.50
SR. TECHNICIAN -			
BARTEL, DAVID	20.0	40.00	800.00
TECHNICIAN III			
PATRICK, CHRISTOPHER	40.5	35.00	1,417.50
TECHNICIAN II			
BLUM, BARBARA	0.6	32.50	19.50
HAWKINSON, TOM	1.1	32.50	35.75
SUBTOTALS	1.7		55.25
TECHNICIAN I			
ASHLAND, CAROL	2.2	25.00	55.00
BEYER, GINA	4.9	25.00	122.50
DAVIDSON, ANNE MARIE	0.9	25.00	22.50
JENSEN, KENNETH	0.5	25.00	12.50
KLAAS, SHARON	1.2	25.00	30.00
LAYER, JULIE	5.3	25.00	132.50
MOLITOR, LINDA	1.5	25.00	37.50
SHEFFIELD, MARK	2.0	25.00	50.00
SUBTOTALS	18.5		462.50
TOTALS	228.2		12,455.25

TOTAL LABOR 12,455.25

TOTAL THIS JOB \$ 12,455.25

=====

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	19.0	75.00	1,425.00
TOTAL LABOR			1,425.00

TOTAL THIS JOB \$ 1,425.00

=====

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT-STATION DES.

JOB NO. 04189.28

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	2.0	75.00	150.00
		TOTAL LABOR	150.00
			=====
		TOTAL THIS JOB \$	150.00
			=====

MIDWAY LRT-ENVIRON. STDY

JOB NO. 04189.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	8.0	75.00	600.00
ASSOCIATE			
HEPPELMANN, TONY	5.0	70.00	350.00
HUDAK, JOSEPH	1.0	70.00	70.00
NAU, RICHARD	3.0	70.00	210.00
SUBTOTALS	9.0		630.00
PROFESSIONAL II			
NILES, MARK	52.5	55.00	2,887.50
SMITH, WILLIAM	46.5	55.00	2,557.50
TROE, WILLIAM	1.0	55.00	55.00
SUBTOTALS	100.0		5,500.00

PROFESSIONAL I

ERW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

HINIKER, CHRISTIAN	46.5	42.50	1,976.25
KUNKEL, BETH	0.5	42.50	21.25
WITZIG, JEANNE	8.5	42.50	361.25
SUBTOTALS	55.5		2,358.75
SR. TECHNICIAN			
BARTEL, DAVID	0.5	40.00	20.00
TECHNICIAN III			
PATRICK, CHRISTOPHER	25.5	35.00	892.50
TECHNICIAN II			
ANDERSON, BETTY	0.8	32.50	26.00
ELLINGSON, RITCH	0.5	32.50	16.25
HAWKINSON, TOM	9.8	32.50	318.50
STUBBS, ROBERT	0.6	32.50	19.50
SUBTOTALS	11.7		380.25
TECHNICIAN I			
ASHLAND, CAROL	1.6	25.00	40.00
BILGUTAY, ANTAY	2.0	25.00	50.00
HARRICK, CLAUDIA	3.3	25.00	82.50
JENSEN, KENNETH	0.6	25.00	15.00
KLAAS, SHARON	0.5	25.00	12.50
LAMPPA, JASON	10.0	25.00	250.00
LAYER, JOHN	5.0	25.00	125.00
LAYER, JULIE	6.5	25.00	162.50
SCHOONENBERG, KATHY	3.7	25.00	92.50
SHEFFIELD, MARK	4.2	25.00	105.00
THURY, TAMI	14.5	25.00	362.50
ZIMMERMAN, MICHAEL	7.5	25.00	187.50
SUBTOTALS	59.4		1,485.00
TOTALS	269.6		11,866.50

TOTAL LABOR 11,866.50

TOTAL THIS JOB \$ 11,866.50

MIDWAY LRT DWNTN SYS PLN

JOB NO. 04189.37

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II NILES, MARK	47.5	55.00	2,612.50
TOTAL LABOR			2,612.50

TOTAL THIS JOB \$			2,612.50
			=====

MIDWAY LRT DWNTN STAT DG

JOB NO. 04189.39

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
TECHNICIAN I LAYER, JULIE	0.2	25.00	5.00
TOTAL LABOR			5.00

TOTAL THIS JOB \$			5.00
			=====

RCRRA SYSTEM PLAN/ENG

JOB NO. 06289.44

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. PROFESSIONAL FRIEDMAN, BEN	64.5	65.00	4,192.50
PROFESSIONAL II WICHMAN, TODD	7.0	55.00	385.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

TECHNICIAN II HAWKINSON, TOM	0.5	32.50	16.25
TECHNICIAN I MOLITOR, LINDA	1.0	25.00	25.00
TOTALS	73.0		4,618.75
		TOTAL LABOR	4,618.75
			=====
		TOTAL THIS JOB \$	4,618.75
			=====

INVOICE TOTALS

TOTAL LABOR	60,198.50
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

60,198.50

=====

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS

TOTALS

-- LABOR --

HOURS	AMOUNT
1173.6	19,313.20

-- EXPENSES --

REIMB.	DIRECT&IND
2,268.82	

COSTS THIS RUN

TOTAL LABOR	60,198.50
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

** END OF BILLING RUN **

FEBRUARY 28, 1990
INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL WOLSFELD, RICHARD	11.0	130.00	1,430.00
SR. ASSOCIATE WARNER, DAVID	46.0	75.00	3,450.00
TECHNICIAN II SCHOONENBERG, KATHY	0.9	32.50	29.25
TECHNICIAN I LAYER, JULIE	1.4	25.00	35.00
TOTALS	59.3		4,944.25

TOTAL LABOR 4,944.25

TOTAL THIS JOB \$ 4,944.25

Duplication
of sheet
of print on

MIDWAY LRT ROUTE ENG DSG

JOB NO. 06290.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING FEBRUARY 28, 1990

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE SMOLUCHOWSKI, PETER	44.5	75.00	3,337.50
		TOTAL LABOR	3,337.50

TOTAL THIS JOB \$ 3,337.50
=====

INVOICE TOTALS

TOTAL LABOR
TOTAL CONSULTANTS
TOTAL EXPENSE
TOTAL FEE
TOTAL INTEREST

~~8,281.75~~ 3337⁵⁰

~~8,281.75~~ 3337⁵⁰
=====

ERW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS

	-- LABOR --		-- EXPENSES --
	HOURS	AMOUNT	REIMB. DIRECT&IND
TOTALS	103.8	3,085.25	61.51

COSTS THIS RUN

TOTAL LABOR	8,281.75
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

** END OF BILLING RUN **

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority

Originating Department

K. DeSpiegelaere
Authorized Signature

4/30/90
Date

Board Action Requested

Approve Agreement No. RCRRA-90-001 in the amount of \$244,865 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the agreement with Strgar-Roscoe-Fausch, Inc. on its behalf.

***Action is Required**

Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from Kathryn DeSpiegelaere dated April 26, 1990
 - 3) Ramsey County Regional Railroad Authority Agreement No. RCRRA-90-00

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
May 8, 1990

Signature

Date

Board Date

Signature

Date

5/1/90



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

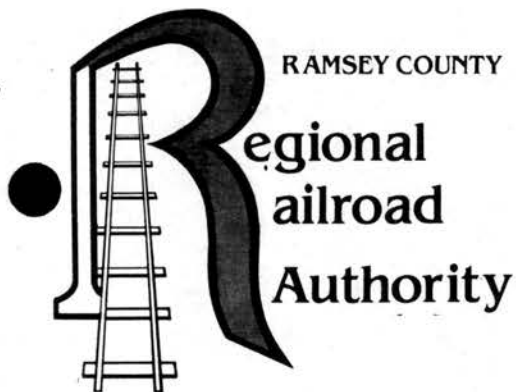
WHEREAS, The Ramsey County Regional Railroad Authority authorized staff to negotiate a contract for a Light Rail Transit Alignment Study for the Northeast Corridor with Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Regional Rail staff have prepared Ramsey County Regional Railroad Authority Agreement No. RCRRA-90-001 in the amount of \$244,865 for the purpose of completing a Light Rail Transit Alignment Study for the Northeast Corridor; Now, Therefore, Be It

RESOLVED, That the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the agreement on behalf of the Regional Railroad Authority.

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

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: Professional Services Agreement

DATE: April 26, 1990

At your meeting of February 27, 1990, you authorized staff to negotiate a contract with Stregar-Roscoe-Fausch, Inc. for Light Rail Transit Alignment Study for the Northeast Corridor. Negotiations have been completed. Ramsey County Regional Railroad Authority Agreement No. RCRRA-90-001 provides for the completion of the studies sought.

A copy of the agreement and insurance documents is attached.

Recommendation:

Approve the agreement with Stregar-Roscoe-Fausch, Inc. and authorize the Chairman of the Regional Railroad Authority to sign on behalf of the Authority.

KD/blk
Attachment

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY AGREEMENT NO. RCRRA-90-001

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AGREEMENT FOR CONSULTANT SERVICES BETWEEN
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

AND

STRGAR-ROSCOE-FAUSCH, INC.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY AGREEMENT NO. RCRRA-90-001

THIS AGREEMENT, made as of the 8th day of May in the year Nineteen Hundred and Ninety by and between the RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, a body politic and corporate under the laws of the State of Minnesota (hereinafter referred to as the "RCRRA") and Strgar-Roscoe-Fausch, Inc., a Minnesota Corporation, having its place of business at Suite 150, One Carlson Parkway North, Minneapolis, Minnesota 55447 (hereinafter referred to as the "Consultant").

WITNESSETH:

WHEREAS, the RCRRA desires professional CONSULTANT services for completion of Light Rail Transit (hereinafter "LRT") Alignment Studies for the "Northeast Corridor", the engineering tasks and services, and scope and detail thereof, described herein; and

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

SECTION I - BASIC SERVICES OF THE CONSULTANT

A. GENERAL

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

B. PROJECT TASKS

The CONSULTANT shall furnish services to complete the requirements as set forth herein.

RCRRA-90-001

Applicable Statutes, Regulations and Guidelines:

- A. In performance of services specified in this agreement, the CONSULTANT shall give recognition to the requirements of applicable statutes, regulations, and guidelines with respect to LRT location, design, environmental impact, funding, and other planning considerations. Applicable statutes, regulations, and guidelines shall include, but not be limited to:
1. United States Department of Transportation, Urban Mass Transportation Administration Manuals, guidelines, and standards, including -
 - a. Urban Mass Transportation Act of 1964, as amended (Pub. L. 95-599);
 - b. Surface Transportation and Uniform Relocation Assistance Act of 1987 (Pub. L. 100-17); and,
 - c. Department of Transportation regulations, 49 Code of Federal Regulations.
 2. National Environmental Policy Act of 1969, as amended (Pub. L. 91-190).
 3. Council of Environmental Quality NEPA regulations, 40 Code of Federal Regulations.
 4. Section 4(f) of Public Law 89-670
 5. Section 6(f) of Public Law 88-578
 6. Environmental Policy Act of 1973, Minnesota Statutes Chapter 116D.
 7. Environmental Quality Board regulations, Minnesota Rules Chapter 4410, as amended.
 8. Presidential Executive Order No. 11988 (Flood Plain Management).
 9. Presidential Executive Order No. 11990 (Wetlands).
 10. Critical Areas Act of 1973, Minnesota Statutes Chapter 116G and related regulations.
 11. National Historic Preservation Act (Pub L. 89-185).

Work Plan: The work to be completed by the CONSULTANT is as identified in the Preliminary Work Plan which is attached hereto and incorporated herein as Exhibit A. Task one of the Preliminary Work Plan shall be to prepare the Final Detailed Work Plan. When the Final Detailed Work Plan is completed and approved by both parties, it shall replace the Preliminary Work Plan and be incorporated herein as Exhibit A-1.

The work plan will contain a Draft Alignment Report, a Final Alignment Report, and a variety of technical/results reports, maps, charts, and presentation materials developed in the course of study efforts.

SECTION II - ADDITIONAL SERVICES OF THE CONSULTANT

A. GENERAL

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

1. Preparation of applications and supporting documents for government grants, loans or advances in connection with the project. Review and evaluation of the effect on the planning requirements of the project of any statements or documents prepared by others.
2. Additional services due to significant changes in general scope of the Alignment Studies as identified in Tasks 1 through 10 of attached Exhibit A (Preliminary Work Plan), including, but not limited to, change of size, and complexity of character.
3. Preparing supporting data and other services in connection with change orders if the change is due to causes beyond the control of the CONSULTANT and is inconsistent with the original planning intent.
4. Providing services after issuance to the RCRRA of the final certificate of payment, except for clarification of information, findings, or recommendations provided in the technical report resulting from execution of this agreement.
5. Providing services of professional consultants for other than the normal consulting services for the project, not otherwise provided for in this agreement.
6. Serving as an expert witness for the RCRRA in any litigation or other proceedings involved in the project.

7. Additional services in connection with the project not otherwise provided for in this agreement.

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

SECTION III - THE RCRRA'S RESPONSIBILITY

A. THE RCRRA SHALL:

1. Provide information in a timely manner as to its requirements for the project.
2. Assist the CONSULTANT by placing at his disposal available information pertinent to the project. This information shall include but not be limited to technical reports, existing transit/traffic/planning studies and reports, aerial photographs, base maps, layouts, and profiles which RCRRA may have in its possession or have immediate access to. All data and documentation thereof shall remain the property of RCRRA and shall be returned to RCRRA when so requested.
3. Make best efforts to provide access to and make all provisions for the CONSULTANT to enter upon public and private lands as required for the CONSULTANT to perform his work under this agreement.
4. Give prompt written notice to the CONSULTANT whenever the RCRRA observes or otherwise becomes aware of any defect in the project.
5. Bear all costs incidental to compliance with the requirements of this Section III.
6. Arrange for publication in local newspapers for all required public notices and hearings, and be responsible for all publication fees.
7. Coordinate Public Review and Community Participation as identified in Task 9 of attached Exhibit A.
8. Pay the cost of public agency review fees, if applicable.

SECTION IV - PERIOD OF SERVICES

A. PROJECT TASKS

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

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The CONSULTANT shall deliver the completed technical reports, supporting documentation, and related materials and all authorized work on the project within the time schedule set forth herein and as further refined in completion of Task 1 of the work plan or as revised or extended in accordance with agreement provisions.

B. GENERAL

Unless sooner terminated as provided in Section VI, this agreement shall remain in force for a period of 13 months from the date of contract award, unless specifically provided for by supplemental agreement. The Final Alignment Report shall be completed within 12 months of contract award.

SECTION V - PAYMENTS TO THE CONSULTANT

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

The CONSULTANT shall be compensated for completion of studies, evaluations, technical and graphics information, and the final technical and planning reports as described in Section I on the basis of established hourly billing rates set forth in Exhibit B.

Reimbursable expenses incurred in the support of or performance of services described in Section I shall be paid in accordance with provisions of Section V-C.

The CONSULTANT shall be paid monthly, upon receipt of invoice and supporting documentation (Section V-D) by the RCRRA. The CONSULTANT shall prepare an estimate of work completed through the date of invoice. Payment shall not exceed the value of work which is evidenced by maps, drawings, written reports, or other evidence of demonstrably accomplished work through the date of invoice.

Total payments to the CONSULTANT for professional services and reimbursable expenses under Section I shall not exceed \$244,865, except as provided for by supplemental agreement to the contract.

B. PAYMENTS FOR SERVICES OF THE CONSULTANT UNDER SECTION II

Compensation for performances of professional services identified in Section II shall be made in accordance with established hourly billing rates set forth in Exhibit B and reimbursable expenses, subject to prior written approval of such services or expenditures by the RCRRA. Total payments to the CONSULTANT for work described in Section II shall not exceed figures authorized by the RCRRA through the date of invoice.

C. REIMBURSABLE EXPENSES

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

1. The actual costs incurred by the CONSULTANT in retaining the services of subconsultants for disciplines which are not available within the CONSULTANT'S firm and are necessary to accomplish the work required by the agreement.
2. Transportation expense, including mileage at the rate of \$0.27 per mile, equal in amount to employee reimbursement up to the current rate allowable under the Minnesota Travel Regulations (1989), for services provided in connection with Sections I and II.
3. Fees paid, in the name of the RCRRA, for seeking approval of authorities having jurisdiction over the project.
4. Graphics, printing, special mailings, aerial photographs, presentation, and reproduction expenses when requested by the RCRRA.
5. Other special travel and expenses connected therewith required in connection with the project and authorized by the RCRRA.

D. INVOICE DOCUMENTATION

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

E. GENERAL

1. The hourly rate for personnel, as the basis for payment under this section shall mean the cost of salaries and wages paid to principals and employees engaged directly on the project including, but not limited to, planners, engineers, surveyors, technicians, drafters, specifications writers, estimators, stenographers and clerks, including the cost of fringe benefits including, but not limited to, Social Security contributions, unemployment, excise and payroll taxes; Worker's Compensation, health and retirement benefits, incentive compensation, sick leave, vacation and holiday pay applicable thereto, and professional fee.
2. All payments to the CONSULTANT shall be subject to a retainage of not less than 5% nor more than 10% pending final acceptance of technical reports, supporting documentation, and all products identified in Section I-B or Exhibit A. The project manager shall specify the retainage required on any individual payment. It is intended that the minimum retainage amount will be invoked unless CONSULTANT progress, due to actions or circumstances within its control, falls behind anticipated schedules or if the CONSULTANT performs duties and responsibilities in a manner which is considered below standards deemed appropriate to maintain the highest reasonable quality of professional services.
3. If this agreement is terminated upon completion of any element of the CONSULTANT'S services, the monthly progress payments shall be made in accordance with this section. If the CONSULTANT'S services are terminated during an element of the work, the CONSULTANT shall be paid for services performed through the date of termination. Payment for partial completion shall be based on hourly rates as set forth in Exhibit B, plus reimbursable expenses as described in Section V-C.

SECTION VI - GENERAL CONSIDERATIONS

A. SERVICES

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

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based in substantial part on the skill and expertise of the individuals identified in Exhibit C. The CONSULTANT agrees that it shall assign these personnel to undertake all work on this project and shall not change or reassign these personnel without the approval of the RCRRA.

B. RE-USE OF DOCUMENTS

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

C. ASSIGNMENT

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

The services of the CONSULTANT to be performed hereunder are personal and shall not be assigned, sublet, or transferred unless written authority to do so is granted by the Ramsey County Regional Railroad Authority (RCRRA). Such written authority in no way relieves the CONSULTANT from the primary responsibility for performance of the work. All subconsultant agreements (exceeding \$10,000.00) shall contain all required provisions of this agreement.

Written authority is not required from the RCRRA for subcontracts with the following firm(s): DeLeuw, Cather & Company

D. CONTRACT INSURANCE REQUIREMENTS

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

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

Workers' Compensation and Employer's Liability Insurance:

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

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

2. Employer's Liability insurance shall be written for minimum limits of \$500,000 per accident.

Comprehensive General Liability (CGL) Insurance

1. Bodily injury and property damage (CSC)

Minimum limits:

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

2. The following coverages must be specifically insured and certified with no internal limits:
 - a) Premises and operations.
 - b) Independent Contractor's contingent liability or owner's protective liability.
 - c) Products/Completed operations liability.
 - d) Contractual liability.
 - e) Personal injury liability including coverages a through e and claims related to employment.
 - f) Broad form property damage liability, or deletion of the "Care, Custody, and Control Exclusion".
3. Contractual liability is to be either specially endorsed to acknowledge this contract or on a blanket basis for all written or oral contracts. The CGL policy is to be written on an occurrence basis.

4. Professional Liability Insurance

Minimum limits:

\$1,000,000 per occurrence

\$1,000,000 aggregate

5. Automobile Liability Insurance:

a) Minimum limits:

\$1,000,000 combined single limit

b) Owned, non-owned and hired auto

6. City or state license as required.

Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's rating for the insurers shall be noted on the certificate of insurance or stated in writing by the insurance carrier, and shall not be less than an A+.

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

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

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

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

E. INDEPENDENT CONTRACTOR CLAUSE

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

RCRRA-90-001

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

F. CONFLICT OF INTEREST

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

G. HOLD HARMLESS CLAUSE

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

It is hereby understood and agreed that any and all employees of the CONSULTANT and all other persons employed by the CONSULTANT in the performance of any of the services required or provided for under this contract shall not be considered employees of the RCRRA or the Minnesota Department of Transportation 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 negligent act or omission on the part of the CONSULTANT'S employees while so engaged in any of the services to be rendered under this contract by the CONSULTANT shall in no way be the obligation or responsibility of the RCRRA or the Minnesota Department of Transportation.

H. ALTERATION CLAUSE

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

I. NON-CONFORMING SERVICES

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

J. SET-OFF CLAUSE

Notwithstanding any provisions of this agreement to the contrary, the CONSULTANT shall not be relieved of liability to the RCRRA for damages sustained by the RCRRA by virtue of any breach of this agreement by the CONSULTANT, and RCRRA may withhold any payments to the CONSULTANT for the purpose of set-off until such time as the exact amount of damages due the RCRRA from the CONSULTANT is determined.

K. LIMITATIONS

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

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

AFFIRMATIVE ACTION

The CONSULTANT hereby agrees that it will comply with Minnesota Statutes, Section 373.073, as amended by Act of April 16, 1988, chap. 600, 1988 Minnesota Laws 917 and Minnesota Rules parts 5000.3400 to 5000.3600 and applicable common law interpretation. The purpose of this legislation is to increase employment opportunities for women, minorities, and disabled individuals by requiring contractors to adopt and implement affirmative action programs approved by the commissioner of Human Rights.

MINNESOTA STATUTES SECTION 363.073 SUBDIVISION 1 (1988)

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

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

M. EQUAL EMPLOYMENT OPPORTUNITY

The CONSULTANT agrees to comply with all Federal, State and local laws, resolutions, ordinances, rules, regulations and executive orders pertaining to unlawful discrimination on account of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability or age. When required by law and requested by the RCRRA, the CONSULTANT shall furnish a written affirmative action plan.

N. COMPLIANCE WITH APPLICABLE LAW

The CONSULTANT further agrees to comply with all federal, state and local laws or ordinances, and all applicable rules, regulations and standards established by any agency of such governmental units, which are now or hereafter promulgated insofar as they relate to the CONSULTANT'S performance of the provisions of this agreement. It shall be the obligation of the CONSULTANT to apply for, pay for, and obtain all permits and/or licenses required by any governmental agency for the provision of those services contemplated in the Agreement.

O. ACCESS TO RECORDS/AUDIT

1. The RCRRA, its authorized representatives or the State Auditor shall have full access to all records relating to the performance of this agreement.

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

P. NON-WAIVER

The failure of RCRRA 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.

Q. INTERPRETATION ACCORDING TO MINNESOTA LAW

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

R. ENTIRE AGREEMENT CLAUSE

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

S. TERMINATION

- A. With Cause - The RCRRA reserves the right to suspend or terminate this agreement if the CONSULTANT violates any of the terms or conditions of this agreement or does not fulfill in a timely and proper manner its obligations under this agreement as determined by the RCRRA. In the event that the RCRRA exercises its right of suspension or termination under this paragraph, it shall submit written notice to the CONSULTANT specifying the extent of such suspension or termination, the reasons therefor, and the date upon which such suspension or termination becomes effective. Upon receipt of such notice, the CONSULTANT shall take all actions necessary to discontinue further commitments of funds to the extent that they relate to the suspended or terminated portions of this agreement.
- B. Without Cause - The RCRRA or the CONSULTANT may terminate this agreement without cause and for any reason whatsoever upon giving at least thirty (30) days written notice thereof to the other party. In such event, the CONSULTANT shall be entitled to receive compensation for the services provided in a satisfactory manner up to and including the effective date of termination.

T. DATA PRIVACY

All data collected, created, received, maintained or disseminated for any purpose in the course of contractor's performance of this agreement is governed by the Minnesota Government Data practices Act, Minn. Stat. Ch. 13, (1984), or any other applicable state statutes, any state rules adopted to implement the Act, as well as federal regulations on data privacy. The CONSULTANT agrees to abide strictly by these statutes, rules and regulations.

U. PARTIES' REPRESENTATIVES

RCRRA: Kathryn DeSpiegelaere
Director of Light Rail Transit Planning

CONSULTANT: Charleen A. Zimmer
Project Manager

RAMSEY COUNTY, MINNESOTA

STRGAR-ROSCOE-FAUSCH, INC.

BY _____
Chairman, Ramsey County
Regional Railroad Authority

BY Peter A. Fausch Vice President
Title

DATE _____

Approved as to Form:

David Mue Miller
Ramsey County Attorney

Recommended for Approval:

BY Kathryn Despiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority

BY Denise G. Kasper 5-2-90
Ramsey County Risk Manager ~~pending receipt of~~
~~new risk certificate~~ LK.

Funds Available from Account 59107 020002 \$ 244,865

BY Mark Johnson 5/2/90
Ramsey County Budget and Accounting

CONTRACT EXHIBITS
NORTHEAST CORRIDOR LRT STUDY
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
MAY 1, 1990

- A. PRELIMINARY WORK PLAN
- B. RANGE OF HOURLY RATES
- C. PROJECT STAFF

EXHIBIT A
PRELIMINARY WORK PLAN

EXHIBIT A
PRELIMINARY WORK PLAN

TASK 1 - PROJECT INITIATION ACTIVITIES

The intent of this activity is to develop the work program, schedule, community participation process and data requirements for the remainder of the project.

1. Establish meeting schedule between the consultants and RCRRA staff to discuss all relevant activities.
2. Identify data and mapping needs for the project, identify data sources, assess the appropriateness and quality of the existing data, and determine the need for new data.
3. Based on discussions with RCRRA staff, refine the work program to ensure that all project and process elements will be properly addressed.
4. Develop a refined task schedule that incorporates the above work program refinements.
5. Determine with RCRRA staff the structure and scope of the community participation program, including coordination with other agencies and organizations.
6. Develop and document specific procedures, techniques and methodologies for performing project tasks.

TASK 2--DEVELOPMENT OF ALIGNMENT ALTERNATIVES

The purpose of this task is to identify the full set of alignment alternatives that will be evaluated as a part of this project and to develop the criteria that will help screen and select the preferred alternative.

1. Based on discussions with RCRRA staff, identify the range of alternatives to be evaluated through the project.
2. Establish with RCRRA staff the working scale of alignment maps and base map level of detail.
3. Develop station location criteria and identify preliminary station locations.
4. Develop conceptual drawings of alternatives.

5. Through the committee and community participation process identified in Task 1 and information developed by the Consultant, identify other potential alignments for analysis.
6. Map additional alignments identified.
7. Working with the RCRRA staff, develop evaluation criteria to be employed, first, as a screening mechanism to identify unfeasible alternatives; and second, to identify alternatives for which detailed analysis will be performed, leading to the selection of the preferred LRT alignment.
8. Prepare memorandum on alignment alternatives.

TASK 3--IDENTIFY COORDINATION REQUIREMENTS

The purpose of this task is to identify the opportunities and constraints that may exist for developing LRT within the framework of existing highway, railroad, transit and trail systems and to determine the availability of right-of-way.

1. Working with RCRRA staff, establish the framework of the coordination effort. This will include identifying the type of information to collect and analyze as well as the public agencies and private organizations to be involved in the task.
2. Collect relevant plans and data for roadway, railroad, transit and trail activities within the corridor.
3. Determine availability of right-of-way by working with the Burlington Northern and other agencies.
4. Determine opportunities for coordination within existing roadway, railroad, transit and trail plans and policies.
5. Identify how LRT in the Northeast Corridor can link with other LRT projects in the region.
6. Determine constraints to coordination.
7. Prepare memorandum on coordination requirements.

TASK 4 - PRELIMINARY ANALYSIS OF ALIGNMENTS

The purpose of this task is to conduct a preliminary evaluation of all alignment alternatives to determine which alignments are feasible or reasonable for detailed study.

1. Working with RCRRA staff, review and revise as necessary intended procedures and methodologies for technical analysis in light of coordination requirements.
2. Collect base data for initial screening of alignments, based on the general criteria developed in Task 2.
3. Analyze screening data.
4. Analyze all potential alignments regarding general evaluation criteria.
5. Working with RCRRA staff, screen unfeasible and unrealistic alignments using the general criteria established in Task 2.
6. Prepare a memorandum summarizing feasible alternatives and initial evaluation and screening.

TASK 5--REFINE CORRIDOR DEFINITIONS

The purpose of this task is to clarify specific alignments for detailed analysis and to develop transit service concepts for each corridor.

1. Revise station locations as necessary.
2. Identify connections to downtown St. Paul including specific consideration of I-94 crossing, the ECBD Bypass as well as connections to the downtown circulation system.
3. Working with the RCRRA staff and the regional transit agencies, identify the feeder bus system plans including park/ride and estimate costs.
4. Working with RTB and MTC, assess the impact of LRT in the corridor and estimate the effect on the existing bus routes.
5. Develop alignment plans of most promising alternatives.
6. Prepare memorandum describing alignments and transit service concepts.

TASK 6--REFINE RIDERSHIP ESTIMATES

The purpose of this task is to further refine LRT ridership forecasts for the year 2010 based on the revised regional model for projecting transit ridership. Modelling will be based on the above defined transit service concept for each corridor.

1. In coordination with RCRRA staff and the regional agencies, define forecasting procedures and assumptions.
2. Code networks for base alternative and up to two LRT alignments.
3. Working with the Metropolitan Council, run the regional models.
4. Make calibration checks and adjustments as necessary.
5. Working with the Metropolitan Council, rerun the regional models as necessary to complete forecasts.
6. Make manual adjustments as necessary to develop forecasts for alignment variations.
7. Prepare memorandum summarizing modelling process and results.

TASK 7--DETAILED EVALUATION OF ALTERNATIVES

The purpose of this task is to analyze in more detailed the potential impacts of each alignment, to estimate capital and operating costs, and to complete the evaluation necessary to select a preferred alignment.

1. Conduct assessment of right-of-way requirements.
2. Conduct analysis of local area and regional traffic impacts.
3. Analyze possible impacts to pedestrian and vehicular safety along the corridor, at stations and at grade crossings.
4. Analyze impacts of LRT construction and operation on adjoining and nearby land uses, identify potential long term development impacts around station locations and determine compatibility with existing and future land use planning by cities.
5. Determine general potential for environmental impacts on air quality, noise, aesthetics, etc.
6. Calculate LRT capital costs including construction and vehicle requirements and operating costs including feeder bus cost.

7. Evaluate alternatives.
8. Prepare memorandum on alternative alignment evaluation.

TASK 8--DRAFT ALIGNMENT REPORT

Completion of this task will yield a draft report that summarizes in a complete and concise manner the study process, findings and recommendations.

1. Prepare outline of draft report and review with RCRRA staff.
2. Prepare draft report including additional steps for LRT implementation. Carefully document alignment screening and selection criteria, detailing the reason for screening out specific alternatives.
3. Revise draft report as necessary based on review by RCRRA staff and prepare copies.
4. Working with RCRRA staff, identify distribution list and mail/distribute draft report.

TASK 9--PUBLIC REVIEW AND COMMUNITY PARTICIPATION

The overall purpose of this task is to build consensus among implementing agencies, organizations, governmental units, and citizens and business groups along the corridor in support of a locally preferred alternatives. The consultant role in this task will be to assist the RCRRA staff in implementing an agreed upon Community Participation Program.

1. Assist RCRRA staff in communicating and coordinating with all affected groups, including
 - Northeast Corridor Task Force
 - Intergovernmental Committee
 - Technical Committee
 - Burlington Northern Railroad and Soo Line Railroad
 - Local, regional and state agencies
 - Others, as directed by RCRRA staff

2. Provide support services as requested by RCRRA including but not limited to:
 - Assisting in physical arrangements for meetings.
 - Preparing graphics, visual aids and other presentation materials.
 - Preparing written and verbal materials for presentation at meetings and forums.
 - Staffing clerical requirements including assembly and distribution of information materials and minutes prior to, and subsequent to, meetings and public forums.
 - Mailings.
 - Assisting RCRRA staff in conducting and documenting public hearings, public meetings, committee meetings and board workshops.

TASK 10--FINAL ALIGNMENT REPORT

Based on the comments received through the public review process, the draft report will be revised and published.

1. Review all comments received on the draft report through the public review process.
2. Work with RCRRA staff to revise the report.
3. Prepare an executive summary of the final report.
4. Working with RCRRA staff, determine number of copies and distribution list.
5. Mail and distribute report.

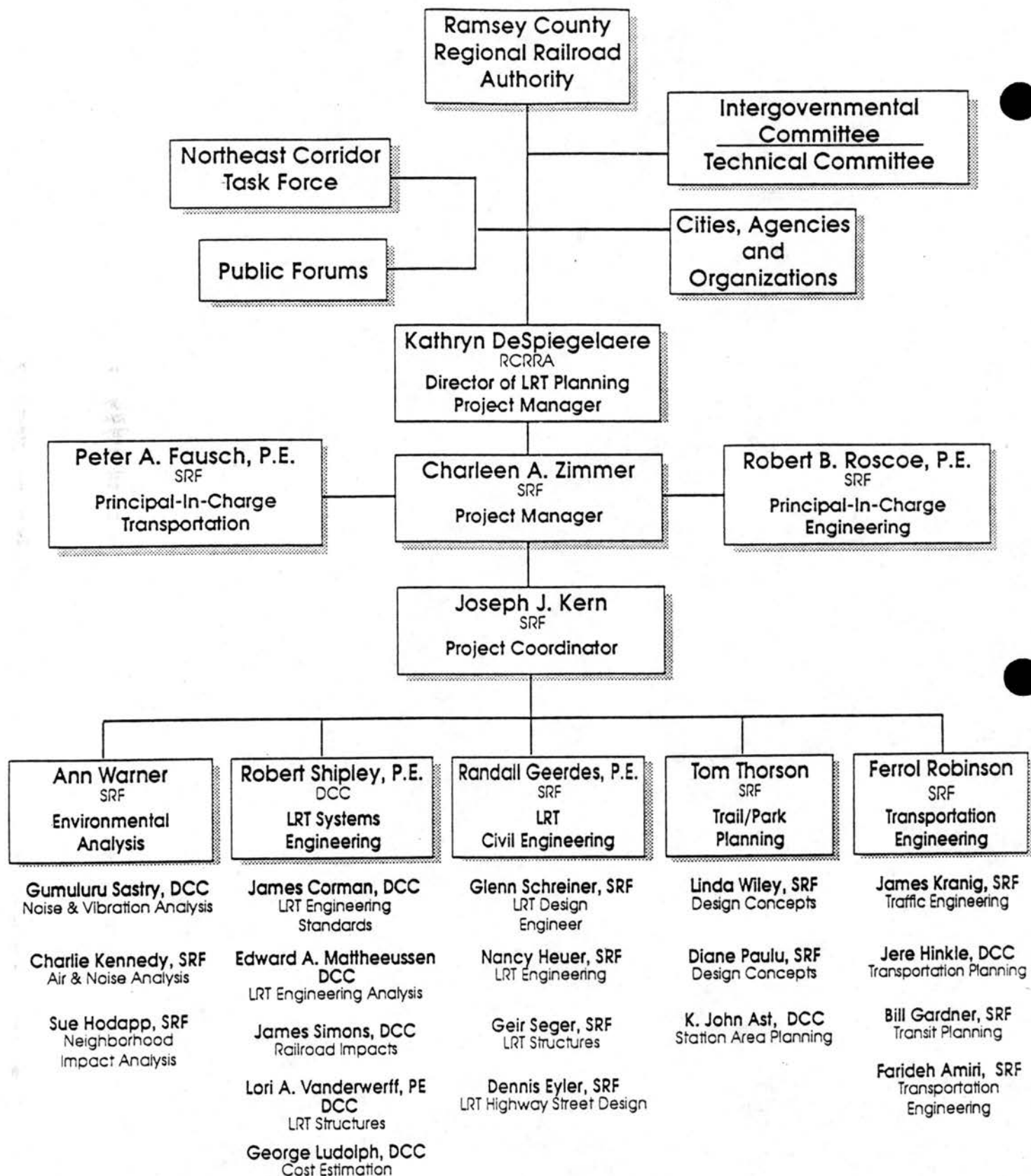
EXHIBIT B
RANGE OF HOURLY RATES

STRGAR-ROSCOE-FAUSCH, INC.

RANGE OF HOURLY RATES

<u>CLASSIFICATION</u>	<u>RANGE HOURLY RATES</u>
Principal	\$80.00 - \$90.00
Associate	\$65.00 - \$80.00
Senior Professional	\$55.00 - \$71.50
Professional	\$45.00 - \$60.00
Technician	\$30.00 - \$57.50
Clerical/Word Processor	\$25.00 - \$45.00

EXHIBIT C
PROJECT STAFF



ACORD. CERTIFICATE OF INSURANCE

ISSUE DATE (MM/DD/YY)

"REVISED"**2-16-90**

PRODUCER

TWIN CITY GROUP
4500 PARK GLEN RD
ST. LOUIS PARK, MN 55416

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

COMPANIES AFFORDING COVERAGE

CODE

SUB-CODE

INSURED

STRGAR-ROSCOE-FAUSCH, INC.
ONE CARLSON PARKWAY NORTH #150
MINNEAPOLIS, MINNESOTA 55447

COMPANY
LETTER **A****HARTFORD INSURANCE COMPANY**COMPANY
LETTER **B****STATE FUND MUTUAL**COMPANY
LETTER **C**COMPANY
LETTER **D**COMPANY
LETTER **E****COVERAGES**

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

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	ALL LIMITS IN THOUSANDS
GENERAL LIABILITY					
A X	COMMERCIAL GENERAL LIABILITY	41SBKCM5984	10-16-89	10-16-90	GENERAL AGGREGATE \$ 1000
	CLAIMS MADE X OCCUR.				PRODUCTS-COMP/OPS AGGREGATE \$
	OWNER'S & CONTRACTOR'S PROT.				PERSONAL & ADVERTISING INJURY \$ 100
					EACH OCCURRENCE \$ 1000
					FIRE DAMAGE (Any one fire) \$ 300
					MEDICAL EXPENSE (Any one person) \$ 5
AUTOMOBILE LIABILITY					
X	ANY AUTO	41UENEK7991	10-16-89	10-16-90	COMBINED SINGLE LIMIT \$ 1000
	ALL OWNED AUTOS				BODILY INJURY (Per person) \$
X	HIRED AUTOS				BODILY INJURY (Per accident) \$
X	NON-OWNED AUTOS				PROPERTY DAMAGE \$
	GARAGE LIABILITY				
EXCESS LIABILITY					
A X	OTHER THAN UMBRELLA FORM	41XHURN6643	10-16-89	10-16-90	EACH OCCURRENCE \$ 1000 AGGREGATE \$ 1000
B	WORKER'S COMPENSATION	003025.204	5-1-89	5-1-90	STATUTORY \$ 100 (EACH ACCIDENT)
	AND				\$ 500 (DISEASE—POLICY LIMIT)
	EMPLOYERS' LIABILITY				\$ 100 (DISEASE—EACH EMPLOYEE)
	OTHER				

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/RESTRICTIONS/SPECIAL ITEMS

**RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY TO BE NAMED AS
ADDITIONAL INSURED**

CERTIFICATE HOLDER

**RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY**
316 COURTHOUSE
15 W. KELLOGG BLVD.
ST. PAUL, MN 55102

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE
EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO
MAIL **10** DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE
LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR
LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

M. Kathleen Kelly

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Budgeting & Accounting

Originating Department

Z. Walpielaw 4/30/90
Authorized Signature Date

Board Action Requested

Quarterly report of payments for RCRA

January - March, 1990

ACTION IS REQUESTED

Request Justification

- See attached: 1) Proposed resolution
2) Memorandum from J. Van Houdt dated April 10, 1990

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

May 8, 1990

Board Date

Signature

Date

F. L. Glendenning

5/1/90



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 January through March, 1990, 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



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: April 10, 1990
TO: Terry Schutten, Executive Director
FROM: JH James Van Houdt, Director - Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: January - March 1990

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 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 January through March 1990 and a copy of the Budget Condition Report as of March 30, 1990.

JVH:EG:ja/gcl
Attachments

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

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 900330

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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CLAIM CODE ID NO. STATE AUDITOR	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020122 CA 31632	209.00	00554034	209.00	030990	209.00	STATE OF MINNESOTA 99-9999999	01
OBJECT TOTAL	209.00		209.00		209.00		
BUDGETING AND ACCOUNTING SERVICES							
020179 IC 29975	606.80	00550675	606.80	022390	606.80	IC TRANSFER PMT 400 40303	300908 A00233 01
OBJECT TOTAL	606.80		606.80		606.80		
COUNTY PROJECT MANAGEMENT SERVICES							
020193 IC 31770	879.76	00553485	879.76	030990	879.76	IC TRANSFER PMT 400 47101	300166 B00728 01
020193 IC 31770A	3,148.60	00553485	3,148.60	030990	3,148.60	IC TRANSFER PMT 400 47102	300434 B00728 01
020193 IC 31772	882.04	00553485	882.04	030990	882.04	IC TRANSFER PMT 400 47101	300166 B00733 01
020193 IC 31772A	1,458.16	00553485	1,458.16	030990	1,458.16	IC TRANSFER PMT 400 47109	300434 B00733 01
020193 IC 33922	867.08	00556515	867.08	032390	867.08	IC TRANSFER PMT 400 47109	300434 B00760 01
020193 IC 33922A	524.50	00556515	524.50	032390	524.50	IC TRANSFER PMT 400 47101	300166 B00760 01
020193 IC 33923	2,420.50	00556515	2,420.50	032390	2,420.50	IC TRANSFER PMT 400 47102	300434 B00766 01
020193 IC 33923A	676.32	00556515	676.32	032390	676.32	IC TRANSFER PMT 400 47101	300166 B00766 01
OBJECT TOTAL	10,856.96		10,856.96		10,856.96		
POSTAGE							
020202 IC 33924A	117.00	00556515	117.00	032390	117.00	IC TRANSFER PMT 521 52104	350323 W00510 01
OBJECT TOTAL	117.00		117.00		117.00		
TELEPHONE LONG DISTANCE CHARGES							
020207 CA 27672	7.75	00546067	7.75	020690	7.75	AT&T COMMUNICATIONS 22-2473242	01
OBJECT TOTAL	7.75		7.75		7.75		
TELEPHONE-LOCAL SERVICE							
020208 CA 27678	44.25	00546068	44.25	020690	44.25	U S WEST COMMUNICATIONS 47-0255560	01
OBJECT TOTAL	44.25		44.25		44.25		
PRINTING & STATIONERY							
020501 CA 25170	3.52	00542272	3.52	011990	3.52	DESPIEGELAERE	KATHRYN 01
020501 CA 29560	84.91	00550174	84.91	022190	84.91	ST PAUL CITY OF 41-6005521	01
020501 CA 33842	138.22	00556828	138.22	032390	138.22	ST PAUL CITY OF 41-6005521	01
020501 CA 34265	543.31	00558422	543.31	033090	543.31	STRGAR ROSCOE FAUSCH INC 41-0847319	01
020501 CA 34266	439.80	00558423	439.80	033090	439.80	THOLE PRINTING 41-1233099	01
020501 CA 34267	500.73	00558423	500.73	033090	500.73	THOLE PRINTING 41-1233099	01
020501 IC 29082	77.13	00549147	77.13	021690	77.13	IC TRANSFER PMT 400 41202	300404 H01040 01
020501 IC 29083A	66.00	00549147	66.00	021690	66.00	IC TRANSFER PMT 400 40301	300130 A02591 01
020501 IC 33925	332.41	00556515	332.41	032390	332.41	IC TRANSFER PMT 400 41202	300404 H01091 01
OBJECT TOTAL	2,186.03		2,186.03		2,186.03		
PARKING SPACE							
020909 CA 25482	180.00	00542738	180.00	012390	180.00	VICTORY PARKING INC 41-1436789	01

DETAIL DISBURSEMENTS BY ORG. UNIT
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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CLAIM CODE ID PARKING SPACE NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020909 CA 29302	180.00	00550193	180.00	022190	180.00	VICTORY PARKING INC 41-1436789	01
020909 CA 33677	180.00	00556845	180.00	032390	180.00	VICTORY PARKING INC 41-1436789	01
OBJECT TOTAL	540.00		540.00		540.00		
BOOKS, PERIODICALS, SUBSCRIPTIONS							
021101 CA 27326	61.00	00545923	61.00	020290	61.00	AMERICAN PUBLIC TRANSIT ASSN	01
OBJECT TOTAL	61.00		61.00		61.00		
CONFERENCE & SEMINAR EXPENSES							
021403 CA 22445	557.78	00538690	557.78	010390	557.78	DESPIEGELAERE	01
021403 CA 25484	2.09	00543006	2.09	012390	2.09	DESPIEGELAERE	01
021403 CA 27325	558.00	00545924	558.00	020290	558.00	ASK MR FOSTER TRAVEL SERVICE 41-1367181	01
OBJECT TOTAL	1,117.87		1,117.87		1,117.87		
VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408 CA 24721	10.00	00542273	10.00	011990	10.00	ARA/CORY	01
021408 CA 33678	46.25	00557135	46.25	032390	46.25	ARA/CORY	01
OBJECT TOTAL	56.25		56.25		56.25		
MAJ OBJ TOTAL	15,802.91		15,802.91		15,802.91		
OFFICE SUPPLIES							
030101 CA 26260	53.99	00543864	53.99	012690	53.99	DAY-TIMERS INC	01
OBJECT TOTAL	53.99		53.99		53.99		
MAJ OBJ TOTAL	53.99		53.99		53.99		
EQUIPMENT							
040300 CA 27678A	160.49	00546068	160.49	020690	160.49	U S WEST COMMUNICATIONS 47-0255560	01
040300 PD R01287	99.00	00550757	99.00	022390	99.00	SURPLUS OFFICE SUPPLY 41-1477979	01
040300 PD R01288	1,695.00	00550992	1,695.00	022390	1,695.00	MONROE SYSTEMS FOR BUSINESS INC 95-3815690	01
OBJECT TOTAL	1,954.49		1,954.49		1,954.49		
MAJ OBJ TOTAL	1,954.49		1,954.49		1,954.49		
RIGHT-OF-WAY ACQUISITION							
061003 AA JE0241	500.00		0.00	020990	0.00	TO RFC FUND 591 APPROP 59106020202	
061003 AA JE0241	500.00		0.00	020990	0.00	TO RFC FUND 591 APPROP 59106020185	
061003 AA JE0241	166,000.00		0.00	020990	0.00	TO RFC FUND 591 APPROP 59106020102	
061003 AA JE0241	36,000.00		0.00	020990	0.00	TO RFC FUND 591 APPROP 59106020174	
061003 AA JE0241	2,000.00		0.00	020990	0.00	TO RFC FUND 591 APPROP 59106020176	
061003 AA JE0241	2,000.00		0.00	020990	0.00	TO RFC FUND 591 APPROP 59106020179	
061003 AA JE0241	500.00		0.00	020990	0.00	TO RFC FUND 591 APPROP 59106020501	
061003 AA JE0241	1,500,000.00		0.00	020990	0.00	TO RFC FUND 591 APPROP 59106040103	
061003 AA JE0241	500.00		0.00	020990	0.00	TO RFC FUND 591 APPROP 59106020401	

DETAIL DISBURSEMENTS BY ORG. UNIT
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RFC FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
RIGHT-OF-WAY ACQUISITION									
061003	AA	JE0241	20,000.00		0.00	020990	0.00	TD RFC	
OBJECT TOTAL			0.00		0.00		0.00		
NORTHEAST CORRIDOR STUDY									
061004	AA	JE0241	500.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107021408
061004	AA	JE0241	100,000.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107020193
061004	AA	JE0241	500.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107020501
061004	AA	JE0241	3,000.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107020179
061004	AA	JE0241	500.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107021226
061004	AA	JE0241	270,000.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107020102
061004	AA	JE0241	500.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107020401
061004	AA	JE0241	6,500.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107020176
061004	AA	JE0241	1,000.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107020185
061004	AA	JE0241	500.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107020202
061004	AA	JE0241	17,000.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59107020174
OBJECT TOTAL			0.00		0.00		0.00		
SOUTH CORRIDOR STUDY									
061005	AA	JE0241	100.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108021408
061005	AA	JE0241	200.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108020401
061005	AA	JE0241	100.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108021226
061005	AA	JE0241	2,500.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108020174
061005	AA	JE0241	200.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108020185
061005	AA	JE0241	500.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108020179
061005	AA	JE0241	200.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108020501
061005	AA	JE0241	200.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108020202
061005	AA	JE0241	65,000.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108020102
061005	AA	JE0241	30,000.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108020193
061005	AA	JE0241	1,000.00		0.00	020990	0.00	TD RFC	FUND 591 APPROP 59108020176
OBJECT TOTAL			0.00		0.00		0.00		
MAJ OBJ TOTAL			0.00		0.00		0.00		
ORG.UNIT TOTAL			17,811.39		17,811.39		17,811.39	REG TRANSACTIONS = 35 PAYROLL TRANSACTIONS =	TRANSFERS = 32

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 900330

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RFC R89 FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
COUNTY ATTORNEY SERVICES									
020174	IC	28188	1,969.99	00547280	1,969.99	020990	1,969.99	IC TRANSFER PMT 400 40601 ACC 300908 M00074	01
020174	IC	28189	1,245.98	00547280	1,245.98	020990	1,245.98	IC TRANSFER PMT 400 40601 ACC 300908 M00075	01
020174	IC	28190	926.06	00547280	926.06	020990	926.06	IC TRANSFER PMT 400 40601 ACC 300908 M00076	01
020174	IC	28191	1,902.64	00547280	1,902.64	020990	1,902.64	IC TRANSFER PMT 400 40601 ACC 300908 M00077	01
020174	IC	28192	1,363.84	00547280	1,363.84	020990	1,363.84	IC TRANSFER PMT 400 40601 ACC 300908 M00078	01
020174	IC	28193	1,279.65	00547280	1,279.65	020990	1,279.65	IC TRANSFER PMT 400 40601 ACC 300908 M00079	01
020174	IC	28194A	572.48	00547280	572.48	020990	572.48	IC TRANSFER PMT 400 40601 ACC 300908 M00080	01
020174	IC	28195A	555.64	00547280	555.64	020990	555.64	IC TRANSFER PMT 400 40601 ACC 300908 M00081	01
020174	IC	28196	1,077.60	00547280	1,077.60	020990	1,077.60	IC TRANSFER PMT 400 40601 ACC 300908 M00082	01
020174	IC	28197	892.39	00547280	892.39	020990	892.39	IC TRANSFER PMT 400 40601 ACC 300908 M00083	01
020174	IC	28198	1,330.16	00547280	1,330.16	020990	1,330.16	IC TRANSFER PMT 400 40601 ACC 300908 M00084	01
020174	IC	28199	1,330.16	00547280	1,330.16	020990	1,330.16	IC TRANSFER PMT 400 40601 ACC 300908 M00085	01
020174	IC	28200	1,195.46	00547280	1,195.46	020990	1,195.46	IC TRANSFER PMT 400 40601 ACC 300908 M00086	01
020174	IC	28201	1,128.11	00547280	1,128.11	020990	1,128.11	IC TRANSFER PMT 400 40601 ACC 300908 M00087	01
020174	IC	28202A	1,397.51	00547280	1,397.51	020990	1,397.51	IC TRANSFER PMT 400 40601 ACC 300908 M00088	01
020174	IC	28203A	1,262.81	00547280	1,262.81	020990	1,262.81	IC TRANSFER PMT 400 40601 ACC 300908 M00089	01
020174	IC	28204A	656.66	00547280	656.66	020990	656.66	IC TRANSFER PMT 400 40601 ACC 300908 M00090	01
020174	IC	28205A	84.19	00547280	84.19	020990	84.19	IC TRANSFER PMT 400 40601 ACC 300908 M00091	01
020174	IC	28206A	909.23	00547280	909.23	020990	909.23	IC TRANSFER PMT 400 40601 ACC 300908 M00092	01
020174	IC	28208	1,178.63	00547280	1,178.63	020990	1,178.63	IC TRANSFER PMT 400 40601 ACC 300908 M00094	01
020174	IC	28209	740.85	00547280	740.85	020990	740.85	IC TRANSFER PMT 400 40601 ACC 300908 M00096	01
020174	IC	28210B	740.85	00547280	740.85	020990	740.85	IC TRANSFER PMT 400 40601 ACC 300908 M00095	01
020174	IC	28211	1,363.84	00547280	1,363.84	020990	1,363.84	IC TRANSFER PMT 400 40601 ACC 300908 M00097	01
020174	IC	28212	538.80	00547280	538.80	020990	538.80	IC TRANSFER PMT 400 40601 ACC 300908 M00098	01
020174	IC	28213	1,262.81	00547280	1,262.81	020990	1,262.81	IC TRANSFER PMT 400 40601 ACC 300908 M00099	01
020174	IC	28214	774.53	00547280	774.53	020990	774.53	IC TRANSFER PMT 400 40601 ACC 300908 M00100	01
020174	IC	28215	909.23	00547280	909.23	020990	909.23	IC TRANSFER PMT 400 40601 ACC 300908 M00101	01
020174	IC	28216	1,734.26	00547280	1,734.26	020990	1,734.26	IC TRANSFER PMT 400 40601 ACC 300908 M00102	01
020174	IC	28217	1,144.95	00547280	1,144.95	020990	1,144.95	IC TRANSFER PMT 400 40601 ACC 300908 M00103	01
020174	IC	28218	1,195.46	00547280	1,195.46	020990	1,195.46	IC TRANSFER PMT 400 40601 ACC 300908 M00104	01
OBJECT TOTAL			32,664.77		32,664.77		32,664.77		
EXECUTIVE DIRECTOR-SERVICES									
020176	IC	26097A	937.65	00543145	937.65	012690	937.65	IC TRANSFER PMT 400 40301 ACC 300908 A00223	01
020176	IC	26098	564.00	00543145	564.00	012690	564.00	IC TRANSFER PMT 400 40301 ACC 300908 A00222	01
020176	IC	27401	969.38	00545392	969.38	020290	969.38	IC TRANSFER PMT 400 40301 ACC 300908 A00225	01
020176	IC	27402	1,410.00	00545392	1,410.00	020290	1,410.00	IC TRANSFER PMT 400 40301 ACC 300908 A00224	01
020176	IC	29976A	2,079.75	00550675	2,079.75	022390	2,079.75	IC TRANSFER PMT 400 40301 ACC 300908 A00232	01
OBJECT TOTAL			5,960.78		5,960.78		5,960.78		
BUDGETING AND ACCOUNTING SERVICES									
020179	IC	27403	493.03	00545392	493.03	020290	493.03	IC TRANSFER PMT 400 40303 ACC 300908 A00220	01
OBJECT TOTAL			493.03		493.03		493.03		
DATA PROCESSING SERVICES-MTCE									
020185	IC	25186	305.37	00541843	305.37	011990	305.37	IC TRANSFER PMT 574 57401 ACC 301385 C01089	01
020185	IC	27406A	279.47	00545392	279.47	020290	279.47	IC TRANSFER PMT 574 57401 ACC 301385 C01155	01
OBJECT TOTAL			584.84		584.84		584.84		

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RFC R89 FUND 591 ORG. UNIT 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
COUNTY PROJECT MANAGEMENT SERVICES									
020193	IC	26088	1,010.97	00543145	1,010.97	012690	1,010.97	IC TRANSFER PMT 400 47109 ACC 300434 B00692	01
020193	IC	26088A	988.82	00543145	988.82	012690	988.82	IC TRANSFER PMT 400 47102 ACC 300434 B00692	01
020193	IC	26089	1,017.88	00543145	1,017.88	012690	1,017.88	IC TRANSFER PMT 400 47109 ACC 300434 B00675	01
020193	IC	26089A	861.20	00543145	861.20	012690	861.20	IC TRANSFER PMT 400 47102 ACC 300434 B00675	01
020193	IC	26090	1,067.41	00543145	1,067.41	012690	1,067.41	IC TRANSFER PMT 400 47109 ACC 300434 B00676	01
020193	IC	26090A	564.76	00543145	564.76	012690	564.76	IC TRANSFER PMT 400 47102 ACC 300434 B00676	01
020193	IC	27407	1,409.74	00545392	1,409.74	020290	1,409.74	IC TRANSFER PMT 400 47102 ACC 300434 B00686	01
020193	IC	27408	856.14	00545392	856.14	020290	856.14	IC TRANSFER PMT 400 47110 ACC 300434 B00685	01
020193	IC	27408A	1,140.00	00545392	1,140.00	020290	1,140.00	IC TRANSFER PMT 400 47102 ACC 300434 B00685	01
020193	IC	27409	856.14	00545392	856.14	020290	856.14	IC TRANSFER PMT 400 47109 ACC 300434 B00684	01
020193	IC	27409A	1,140.00	00545392	1,140.00	020290	1,140.00	IC TRANSFER PMT 400 47102 ACC 300434 B00684	01
020193	IC	27410	1,129.14	00545392	1,129.14	020290	1,129.14	IC TRANSFER PMT 400 40801 ACC 300908 A02618	01
OBJECT TOTAL			12,042.20		12,042.20		12,042.20		
POSTAGE									
020202	IC	24153	82.75	00539645	82.75	011290	82.75	IC TRANSFER PMT 521 52104 ACC 350323 W00409	01
020202	IC	26099	79.70	00543145	79.70	012690	79.70	IC TRANSFER PMT 521 52104 ACC 350323 W00474	01
OBJECT TOTAL			162.45		162.45		162.45		
TELEPHONE-LOCAL SERVICE									
020208	CA	22934	67.92	00539021	67.92	010990	67.92	U S WEST COMMUNICATIONS 47-0255560	01
OBJECT TOTAL			67.92		67.92		67.92		
PRINTING & STATIONERY									
020501	IC	24154	303.00	00539645	303.00	011290	303.00	IC TRANSFER PMT 400 40301 ACC 300130 A02590	01
OBJECT TOTAL			303.00		303.00		303.00		
MAJ OBJ TOTAL			52,278.99		52,278.99		52,278.99		
ORG.UNIT TOTAL			52,278.99		52,278.99		52,278.99	REG TRANSACTIONS = 54 TRANSFERS = PAYROLL TRANSACTIONS =	

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RFC FUND 591 ORG. UNIT 59102

RCRRA - COMPREHENSIVE LRT PLAN

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
CONSULTING SERVICES									
020102	CA	30908	7,505.36	00552555	7,505.36	030290	7,505.36	STRGAR ROSCOE FAUSCH INC 41-0847319	01
020102	CA	30909A	3.48	00552555	3.48	030290	3.48	STRGAR ROSCOE FAUSCH INC 41-0847319	01
OBJECT TOTAL			7,508.84		7,508.84		7,508.84		
COUNTY ATTORNEY SERVICES									
020174	IC	28194B	252.56	00547280	252.56	020990	252.56	IC TRANSFER PMT 400 40601 ACC 300908 M00080	01
020174	IC	28208A	387.26	00547280	387.26	020990	387.26	IC TRANSFER PMT 400 40601 ACC 300908 M00094	01
020174	IC	28210A	303.08	00547280	303.08	020990	303.08	IC TRANSFER PMT 400 40601 ACC 300908 M00095	01
OBJECT TOTAL			942.90		942.90		942.90		
EXECUTIVE DIRECTOR-SERVICES									
020176	IC	26097	656.36	00543145	656.36	012690	656.36	IC TRANSFER PMT 400 40301 ACC 300908 A00223	01
020176	IC	26098B	394.80	00543145	394.80	012690	394.80	IC TRANSFER PMT 400 40301 ACC 300908 A00222	01
020176	IC	27411	740.25	00545392	740.25	020290	740.25	IC TRANSFER PMT 400 40301 ACC 300908 A00226	01
020176	IC	29976	387.75	00550675	387.75	022390	387.75	IC TRANSFER PMT 400 40301 ACC 300908 A00232	01
OBJECT TOTAL			2,179.16		2,179.16		2,179.16		
DATA PROCESSING-MTCE									
020185	IC	25186	92.54	00543145	92.54	012690	92.54	IC TRANSFER PMT 574 57401 ACC 301385 C01089	01
020185	IC	27406	50.80	00545392	50.80	020290	50.80	IC TRANSFER PMT 574 57401 ACC 301385 C01155	01
OBJECT TOTAL			143.34		143.34		143.34		
COUNTY PROJECT MANAGEMENT SERVICES									
020193	CA	30909	1,026.88	00552555	1,026.88	030290	1,026.88	STRGAR ROSCOE FAUSCH INC 41-0847319	01
020193	IC	26091	741.72	00543145	741.72	012690	741.72	IC TRANSFER PMT 400 47102 ACC 300434 B00690	01
020193	IC	26091A	148.45	00543145	148.45	012690	148.45	IC TRANSFER PMT 400 47109 ACC 300434 B00690	01
020193	IC	27412	856.14	00545392	856.14	020290	856.14	IC TRANSFER PMT 400 47109 ACC 300434 B00682	01
020193	IC	27412A	1,140.00	00545392	1,140.00	020290	1,140.00	IC TRANSFER PMT 400 47102 ACC 300434 B00682	01
020193	IC	27413	1,996.14	00545392	1,996.14	020290	1,996.14	IC TRANSFER PMT 400 47102 ACC 300434 B00683	01
020193	IC	27414	805.11	00545392	805.11	020290	805.11	IC TRANSFER PMT 400 47102 ACC 300434 B00681	01
020193	IC	27414A	604.63	00545392	604.63	020290	604.63	IC TRANSFER PMT 400 47110 ACC 300434 B00681	01
020193	IC	27415	334.56	00545392	334.56	020290	334.56	IC TRANSFER PMT 400 40801 ACC 300908 A02619	01
020193	IC	31771	164.95	00553485	164.95	030990	164.95	IC TRANSFER PMT 400 47101 300166 B00727	01
020193	IC	31771A	590.37	00553485	590.37	030990	590.37	IC TRANSFER PMT 400 47102 300434 B00727	01
OBJECT TOTAL			8,408.95		8,408.95		8,408.95		
POSTAGE									
020202	IC	33924B	23.50	00556515	23.50	032390	23.50	IC TRANSFER PMT 521 52104 350323 W00510	01
OBJECT TOTAL			23.50		23.50		23.50		
PRINTING AND STATIONERY									
020501	CA	30908A	2,485.07	00552555	2,485.07	030290	2,485.07	STRGAR RDSCOE FAUSCH INC 41-0847319	01
020501	IC	25187	324.21	00541843	324.21	011990	324.21	IC TRANSFER PMT 400 41202 ACC 300404 H00982	01
020501	IC	29083	26.45	00549147	26.45	021690	26.45	IC TRANSFER PMT 400 40301 300130 A02591	01
OBJECT TOTAL			2,835.73		2,835.73		2,835.73		
VOLUNTEER/COMMITTEE MEETING EXPENSES									
021408	CA	23762	444.29	00542274	444.29	011990	444.29	SAINT PAUL HOTEL	01
OBJECT TOTAL			444.29		444.29		444.29		
MAJ OBJ TOTAL			22,486.71		22,486.71		22,486.71		
ORG.UNIT TOTAL			22,486.71		22,486.71		22,486.71	REG TRANSACTIONS = 27 TRANSFERS =	
								PAYROLL TRANSACTIONS =	

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RFC FUND 591 ORG. UNIT 59103 RCRA - PHASE 1 PRELIMINARY ENGINEERING

OBJECT CLAIM CLAIM CODE ID NO.	CLAIM AMOUNT	WARRANT NO.	HARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
CONSULTING SERVICES							
020102 CA PA800	0.00	00541649	11,462.24	011790	11,462.24	BRW INC 41-1625272	01
020102 CA PA800	0.00	00549777	25,132.71	021690	25,132.71	BRW INC 41-1625272	02
020102 CA PA800	0.00	00556419	50,216.59	032090	50,216.59	BRW INC 41-1625272	03
020102 CA PA800	1,359,041.56		0.00	A	1,272,230.02	BRW INC	04
OBJECT TOTAL	1,359,041.56		86,811.54		1,359,041.56		
COUNTY ATTORNEY SERVICES							
020174 IC 28194	471.45	00547280	471.45	020990	471.45	IC TRANSFER PMT 400 40601 ACC 300908 M00080	01
020174 IC 28195	521.96	00547280	521.96	020990	521.96	IC TRANSFER PMT 400 40601 ACC 300908 M00081	01
020174 IC 28197A	101.03	00547280	101.03	020990	101.03	IC TRANSFER PMT 400 40601 ACC 300908 M00083	01
020174 IC 28200A	235.73	00547280	235.73	020990	235.73	IC TRANSFER PMT 400 40601 ACC 300908 M00086	01
020174 IC 28202	521.96	00547280	521.96	020990	521.96	IC TRANSFER PMT 400 40601 ACC 300908 M00088	01
020174 IC 28203	521.96	00547280	521.96	020990	521.96	IC TRANSFER PMT 400 40601 ACC 300908 M00089	01
020174 IC 28204	1,262.81	00547280	1,262.81	020990	1,262.81	IC TRANSFER PMT 400 40601 ACC 300908 M00090	01
020174 IC 28205	404.10	00547280	404.10	020990	404.10	IC TRANSFER PMT 400 40601 ACC 300908 M00091	01
020174 IC 28206	673.50	00547280	673.50	020990	673.50	IC TRANSFER PMT 400 40601 ACC 300908 M00092	01
020174 IC 28207	724.01	00547280	724.01	020990	724.01	IC TRANSFER PMT 400 40601 ACC 300908 M00093	01
020174 IC 28210	218.89	00547280	218.89	020990	218.89	IC TRANSFER PMT 400 40601 ACC 300908 M00095	01
020174 IC 28211A	471.45	00547280	471.45	020990	471.45	IC TRANSFER PMT 400 40601 ACC 300908 M00097	01
OBJECT TOTAL	6,128.85		6,128.85		6,128.85		
EXECUTIVE DIRECTOR-SERVICES							
020176 IC 260978	281.29	00543145	281.29	012690	281.29	IC TRANSFER PMT 400 40301 ACC 300908 A00223	01
020176 IC 26098A	169.20	00543145	169.20	012690	169.20	IC TRANSFER PMT 400 40301 ACC 300908 A00222	01
020176 IC 27416	1,956.38	00545392	1,956.38	020290	1,956.38	IC TRANSFER PMT 400 40301 ACC 300908 A00227	01
020176 IC 299768	2,326.50	00550675	2,326.50	022390	2,326.50	IC TRANSFER PMT 400 40301 ACC 300908 A00232	01
OBJECT TOTAL	4,733.37		4,733.37		4,733.37		
DATA PROCESSING SERVICES-MTCE							
020185 IC 25186A	284.46	00541843	284.46	011990	284.46	IC TRANSFER PMT 574 57401 ACC 301385 C01089	01
020185 IC 274068	319.84	00545392	319.84	020290	319.84	IC TRANSFER PMT 574 57401 ACC 301385 C01155	01
OBJECT TOTAL	604.30		604.30		604.30		
COUNTY PROJECT MANAGEMENT SERVICES							
020193 IC 26092	420.60	00543145	420.60	012690	420.60	IC TRANSFER PMT 400 47109 ACC 300434 B00691	01
020193 IC 26092A	1,078.86	00543145	1,078.86	012690	1,078.86	IC TRANSFER PMT 400 47110 ACC 300434 B00691	01
020193 IC 26093	544.31	00543145	544.31	012690	544.31	IC TRANSFER PMT 400 47109 ACC 300434 B00679	01
020193 IC 26093A	1,387.11	00543145	1,387.11	012690	1,387.11	IC TRANSFER PMT 400 47110 ACC 300434 B00679	01
020193 IC 26094	141.20	00543145	141.20	012690	141.20	IC TRANSFER PMT 400 47102 ACC 300434 B00680	01
020193 IC 26094A	760.95	00543145	760.95	012690	760.95	IC TRANSFER PMT 400 47110 ACC 300434 B00680	01
020193 IC 26094B	1,095.70	00543145	1,095.70	012690	1,095.70	IC TRANSFER PMT 400 47109 ACC 300434 B00680	01
020193 IC 26095	887.13	00543145	887.13	012690	887.13	IC TRANSFER PMT 400 47109 ACC 300434 B00677	01
020193 IC 26095A	225.88	00543145	225.88	012690	225.88	IC TRANSFER PMT 400 47102 ACC 300434 B00677	01
020193 IC 26095B	760.96	00543145	760.96	012690	760.96	IC TRANSFER PMT 400 47110 ACC 300434 B00677	01
020193 IC 26096	924.73	00543145	924.73	012690	924.73	IC TRANSFER PMT 400 47110 ACC 300434 B00678	01
020193 IC 26096A	225.88	00543145	225.88	012690	225.88	IC TRANSFER PMT 400 47102 ACC 300434 B00678	01

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RFC FUND 591 ORG. UNIT 59103 RCRRA - PHASE 1 PRELIMINARY ENGINEERING

OBJECT CODE	CLAIM ID	CLAIM NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
COUNTY PROJECT MANAGEMENT SERVICES									
020193	IC	260968	837.66	00543145	837.66	012690	837.66	IC TRANSFER PMT 400 47109 ACC 300434 800678	01
020193	IC	27417	1,140.00	00545392	1,140.00	020290	1,140.00	IC TRANSFER PMT 400 47102 ACC 300434 800689	01
020193	IC	27417A	856.14	00545392	856.14	020290	856.14	IC TRANSFER PMT 400 47110 ACC 300434 800689	01
020193	IC	27418	805.11	00545392	805.11	020290	805.11	IC TRANSFER PMT 400 47102 ACC 300434 800688	01
020193	IC	27418A	604.63	00545392	604.63	020290	604.63	IC TRANSFER PMT 400 47109 ACC 300434 800688	01
020193	IC	27419	1,996.14	00545392	1,996.14	020290	1,996.14	IC TRANSFER PMT 400 47102 ACC 300434 800687	01
020193	IC	27420	752.76	00545392	752.76	020290	752.76	IC TRANSFER PMT 400 40801 ACC 300908 A02621	01
020193	IC	27421	1,923.72	00545392	1,923.72	020290	1,923.72	IC TRANSFER PMT 400 40801 ACC 300908 A02620	01
020193	IC	31773	1,931.10	00553485	1,931.10	030990	1,931.10	IC TRANSFER PMT 400 47101 300166 800723	01
020193	IC	31773A	3,192.43	00553485	3,192.43	030990	3,192.43	IC TRANSFER PMT 400 47109 300434 800723	01
020193	IC	31774	494.86	00553485	494.86	030990	494.86	IC TRANSFER PMT 400 47101 300166 800725	01
020193	IC	31774A	1,771.10	00553485	1,771.10	030990	1,771.10	IC TRANSFER PMT 400 47102 300434 800725	01
020193	IC	31775	2,941.33	00553485	2,941.33	030990	2,941.33	IC TRANSFER PMT 400 47101 300166 800724	01
020193	IC	31775A	4,862.51	00553485	4,862.51	030990	4,862.51	IC TRANSFER PMT 400 47110 300434 800724	01
020193	IC	33926	3,882.15	00556515	3,882.15	032390	3,882.15	IC TRANSFER PMT 400 47109 300405 800759	01
020193	IC	33926A	2,346.31	00556515	2,346.31	032390	2,346.31	IC TRANSFER PMT 400 47101 300166 800759	01
020193	IC	33927	2,164.68	00556515	2,164.68	032390	2,164.68	IC TRANSFER PMT 400 47102 300434 800764	01
020193	IC	33927A	822.58	00556515	822.58	032390	822.58	IC TRANSFER PMT 400 47101 300166 800764	01
020193	IC	33928	3,328.67	00556515	3,328.67	032390	3,328.67	IC TRANSFER PMT 400 47110 300188 800768	01
020193	IC	33928A	2,013.51	00556515	2,013.51	032390	2,013.51	IC TRANSFER PMT 400 47101 300166 800768	01
OBJECT TOTAL			47,122.70		47,122.70		47,122.70		
POSTAGE									
020202	IC	33924	94.72	00556515	94.72	032390	94.72	IC TRANSFER PMT 521 52104 350323 W00510	01
OBJECT TOTAL			94.72		94.72		94.72		
PRINTING & STATIONERY									
020501	IC	29082A	62.96	00549147	62.96	021690	62.96	IC TRANSFER PMT 400 41202 300404 H01040	01
020501	IC	29083B	172.05	00549147	172.05	021690	172.05	IC TRANSFER PMT 400 40301 300130 A02591	01
OBJECT TOTAL			235.01		235.01		235.01		
MAJ OBJ TOTAL			1,417,960.51		145,730.49		1,417,960.51		
ORG. UNIT TOTAL			1,417,960.51		145,730.49		1,417,960.51	REG TRANSACTIONS = 57 TRANSFERS =	
								PAYROLL TRANSACTIONS =	

DETAIL DISBURSEMENTS BY ORG. UNIT
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RFC FUND 591 ORG. UNIT 59106

RIGHT-OF-WAY ACQUISITION

OBJECT CLAIM CODE ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
CONSULTING SERVICES							
020102 AA JE0241	166,000.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
OBJECT TOTAL	0.00		0.00		0.00		
COUNTY ATTORNEY SERVICES							
020174 AA JE0241	36,000.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
OBJECT TOTAL	0.00		0.00		0.00		
EXECUTIVE DIRECTOR SERVICES							
020176 AA JE0241	2,000.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
OBJECT TOTAL	0.00		0.00		0.00		
BUDGETING AND ACCOUNTING SERVICES							
020179 AA JE0241	2,000.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
OBJECT TOTAL	0.00		0.00		0.00		
DATA PROCESSING SERVICES-MTCE							
020185 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
OBJECT TOTAL	0.00		0.00		0.00		
COUNTY PROJECT MANAGEMENT SERVICES							
020193 AA JE0241	20,000.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
020193 IC 31776	109.97	00553485	109.97	030990	109.97	IC TRANSFER PMT 400 47101	300166 800730 01
020193 IC 31776A	393.58	00553485	393.58	030990	393.58	IC TRANSFER PMT 400 47102	300434 800730 01
020193 IC 33929	236.15	00556515	236.15	032390	236.15	IC TRANSFER PMT 400 47102	300434 800763 01
020193 IC 33929A	65.98	00556515	65.98	032390	65.98	IC TRANSFER PMT 400 47101	300166 800763 01
OBJECT TOTAL	805.68		805.68		805.68		
POSTAGE							
020202 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
OBJECT TOTAL	0.00		0.00		0.00		
PUBLISHING MINUTES & NOTICES							
020401 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
OBJECT TOTAL	0.00		0.00		0.00		
PRINTING & STATIONERY							
020501 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
OBJECT TOTAL	0.00		0.00		0.00		
MAJ OBJ TOTAL	805.68		805.68		805.68		
LAND ACQUISITION-RIGHT OF WAY							
040103 AA JE0241	1,500,000.00		0.00	020990	0.00	FROM RFC	FUND 591 APPROP 59101061003
OBJECT TOTAL	0.00		0.00		0.00		
MAJ OBJ TOTAL	0.00		0.00		0.00		
ORG.UNIT TOTAL	805.68		805.68		805.68	REG TRANSACTIONS = 4 TRANSFERS = 10	
						PAYROLL TRANSACTIONS =	

DETAIL DISBURSEMENTS BY ORG. UNIT
ACCTING 060 900330

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RFC FUND 591 ORG. UNIT 59107

NORTHEAST CORRIDOR STUDY

OBJECT CLAIM CLAIM CODE ID NO. CONSULTING SERVICES	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020102 AA JE0241	270,000.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
COUNTY ATTORNEY SERVICES							
020174 AA JE0241	17,000.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
EXECUTIVE DIRECTOR SERVICES							
020176 AA JE0241	6,500.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
BUDGETING AND ACCOUNTING SERVICES							
020179 AA JE0241	3,000.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
DATA PROCESSING SERVICES-MTCE							
020185 AA JE0241	1,000.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
COUNTY PROJECT MANAGEMENT SERVICES							
020193 AA JE0241	100,000.00		0.00	020990	0.00	FROM RFC	
020193 IC 31777	186.94	00553485	186.94	030990	186.94	IC TRANSFER PMT 400 47101	300166 800732 01
020193 IC 31777A	669.07	00553485	669.07	030990	669.07	IC TRANSFER PMT 400 47102	300434 800732 01
020193 IC 33930	472.30	00556515	472.30	032390	472.30	IC TRANSFER PMT 400 47102	300434 800762 01
020193 IC 33930A	131.97	00556515	131.97	032390	131.97	IC TRANSFER PMT 400 47101	300166 800762 01
020193 IC 33931	374.42	00556515	374.42	032390	374.42	IC TRANSFER PMT 400 47109	300434 800761 01
020193 IC 33931A	226.49	00556515	226.49	032390	226.49	IC TRANSFER PMT 400 47101	300166 800761 01
OBJECT TOTAL	2,061.19		2,061.19		2,061.19		
POSTAGE							
020202 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
PUBLISHING MINUTES & NOTICES							
020401 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
PRINTING & STATIONERY							
020501 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
COMMITTEE COMPENSATION							
021226 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
VOLUNTEER/COMMITTEE MEETING EXPENSES							
021408 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
MAJ OBJ TOTAL	2,061.19		2,061.19		2,061.19		
ORG. UNIT TOTAL	2,061.19		2,061.19		2,061.19	REG TRANSACTIONS = 6 TRANSFERS = 11	
						PAYROLL TRANSACTIONS =	

DETAIL DISBURSEMENTS BY ORG. UNIT
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RFC FUND 591 ORG. UNIT 59108 SOUTH CORRIDOR STUDY

OBJECT CLAIM CLAIM CODE ID NO. CONSULTING SERVICES	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
020102 AA JE0241	65,000.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
COUNTY ATTORNEY SERVICES							
020174 AA JE0241	2,500.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
EXECUTIVE DIRECTOR SERVICES							
020176 AA JE0241	1,000.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
BUDGETING AND ACCOUNTING SERVICES							
020179 AA JE0241	500.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
DATA PROCESSING SERVICES-MTCE							
020185 AA JE0241	200.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
COUNTY PROJECT MANAGEMENT SERVICES							
020193 AA JE0241	30,000.00		0.00	020990	0.00	FROM RFC	
020193 IC 33932	78.72	00556515	78.72	032390	78.72	IC TRANSFER PMT 400 47102	300434 800765 01
020193 IC 33932A	21.99	00556515	21.99	032390	21.99	IC TRANSFER PMT 400 47101	300166 800765 01
OBJECT TOTAL	100.71		100.71		100.71		
POSTAGE							
020202 AA JE0241	200.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
PUBLISHING MINUTES & NOTICES							
020401 AA JE0241	200.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
PRINTING & STATIONERY							
020501 AA JE0241	200.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
COMMITTEE COMPENSATION							
021226 AA JE0241	100.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408 AA JE0241	100.00		0.00	020990	0.00	FROM RFC	
OBJECT TOTAL	0.00		0.00		0.00		
MAJ OBJ TOTAL	100.71		100.71		100.71		
ORG.UNIT TOTAL	100.71		100.71		100.71	REG TRANSACTIONS = 2 TRANSFERS = 11 PAYROLL TRANSACTIONS =	

DETAIL DISBURSEMENTS BY ORG. UNIT
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RFC FUND 591 ORG. UNIT 59177 REFUNDS & RECOVERIES & PETTY CASH

OBJECT CLAIM CODE ID NO.	CLAIM AMOUNT	WARRANT NO.	WARRANT AMOUNT	WARRANT DATE	ENCUMBERED AMOUNT	VENDOR NAME	CK NO
PETTY CASH AND CHANGE - ESTABLISH A PETTY CASH FUND							
053000 AA JE0193	100.00		0.00	020290	0.00	FROM RFC 999 FUND 999 APPROP 88888999999	
053000 CA J0193	100.00	00546884	100.00	020690	100.00	DESPIEGELAERE-PETTY CASH KATHRYN	01
OBJECT TOTAL	100.00		100.00		100.00		
MAJ OBJ TOTAL	100.00		100.00		100.00		
ORG. UNIT TOTAL	100.00		100.00		100.00	REG TRANSACTIONS = 1 TRANSFERS = 1	
						PAYROLL TRANSACTIONS =	
ACTIV. TOTAL	1,513,605.18		241,375.16		1,513,605.18		
FUNCT. TOTAL	1,513,605.18		241,375.16		1,513,605.18		
FUND-TOTAL	1,513,605.18		241,375.16		1,513,605.18	REG TRANSACTIONS = 186 TRANSFERS = 66	
						PAYROLL TRANSACTIONS =	
						TOT CURR DISBURSEMTS	104,131.71
						TOTAL RESERVE R89	67.92
						TOTAL DISBURSEMENTS	104,199.63
						TOTAL TRANSFERS (IC)	137,175.53
						TOTAL CREDITS	.00
						ADJUSTED TOTAL	241,375.16

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							
020102	CONSULTING SERVICES	50,000.00	0.00	50,000.00	50,000.00	0.00	0.00	
020122	STATE AUDITOR	1,800.00	209.00	1,591.00	1,591.00	0.00	0.00	11.61
020154	LEGISLATIVE REPRESENTATIVE	25,000.00	0.00	25,000.00	25,000.00	0.00	0.00	
020174	COUNTY ATTORNEY SERVICES	52,576.00	0.00	52,576.00	52,576.00	0.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES	56,040.00	0.00	56,040.00	56,040.00	0.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES	31,550.00	606.80	30,943.20	30,943.20	0.00	0.00	1.92
020185	DATA PROCESSING SERVICES-MTCE	7,200.00	0.00	7,200.00	7,200.00	0.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES	301,740.00	10,856.96	290,883.04	290,883.04	0.00	0.00	3.60
020202	POSTAGE	5,800.00	117.00	5,683.00	5,683.00	0.00	0.00	2.02
020207	TELEPHONE LONG DISTANCE CHARGES	380.00	7.75	372.25	372.25	0.00	0.00	2.04
020208	TELEPHONE-LOCAL SERVICE	1,260.00	44.25	1,215.75	1,215.75	0.00	0.00	3.51
020301	TRANSPORTATION ALLOWANCE	600.00	0.00	600.00	600.00	0.00	0.00	
020305	MESSENGER SERVICE	600.00	0.00	600.00	600.00	0.00	0.00	
020401	PUBLISHING MINUTES & NOTICES	8,560.00	0.00	8,560.00	8,560.00	0.00	0.00	

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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							
	PRINTING & STATIONERY							
020501	19,890.00	2,186.03	0.00	17,703.97	17,703.97	0.00	0.00	10.99
	PARKING SPACE							
020909	2,350.00	540.00	0.00	1,810.00	1,810.00	0.00	0.00	22.98
	BOOKS, PERIODICALS, SUBSCRIPTIONS							
021101	250.00	61.00	0.00	189.00	189.00	0.00	0.00	24.40
	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	COMMITTEE COMPENSATION							
021226	3,000.00	0.00	0.00	3,000.00	3,000.00	0.00	0.00	
	MEMBERSHIP & DUES							
021401	500.00	0.00	0.00	500.00	500.00	0.00	0.00	
	CONFERENCE & SEMINAR EXPENSES							
021403	4,000.00	1,117.87	0.00	2,882.13	2,882.13	0.00	0.00	27.95
	OTHER TRAVEL							
021407	20,000.00	0.00	0.00	20,000.00	20,000.00	0.00	0.00	
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	3,000.00	56.25	0.00	2,943.75	2,943.75	0.00	0.00	1.88
TOTL 02	595,096.00	15,802.91	0.00	580,293.09	580,293.09	0.00	0.00	2.65
	OFFICE SUPPLIES							
030101	1,300.00	53.99	0.00	1,246.01	1,246.01	0.00	0.00	4.15
	EQUIPMENT							
040300	4,100.00	1,954.49	0.00	2,145.51	2,145.51	0.00	0.00	47.67
	CONTINGENT APPROPRIATIONS							
061001	300,000.00	0.00	0.00	300,000.00	300,000.00	0.00	0.00	
	PHASE II PE - MIDWAY CORRIDOR							
061002	3,418,000.00	0.00	0.00	3,418,000.00	3,418,000.00	0.00	0.00	
	RIGHT-OF-WAY ACQUISITION							
061003	0.00	0.00	0.00	0.00	0.00	0.00	1,728,000.00	

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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							
* CONTINUED *								
NORTHEAST CORRIDOR STUDY								
061004	0.00	0.00	0.00	0.00	0.00	0.00	400,000.00	
SOUTH CORRIDOR STUDY								
061005	0.00	0.00	0.00	0.00	0.00	0.00	100,000.00	
CURR-ORG-TOT	4,319,496.00	17,811.39	0.00	4,301,684.61	4,301,684.61	0.00	2,228,000.00	.41

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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
R89 59101 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY								
000000	52,635.00	52,278.99	0.00	356.01	356.01	0.00	0.00	99.32
OF G-TOT	4,372,131.00	70,090.38	0.00	4,302,040.62	4,302,040.62	0.00	2,228,000.00	1.60

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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							
020102	CONSULTING SERVICES	94.56	7,508.84	0.00	7,414.28CR	7,414.28CR	0.00	0.00
020174	COUNTY ATTORNEY SERVICES	10,680.00	942.90	0.00	9,737.10	9,737.10	0.00	0.00
020176	EXECUTIVE DIRECTOR-SERVICES	4,201.05	2,179.16	0.00	2,021.89	2,021.89	0.00	0.00
020179	BUDGETING AND ACCOUNTING SERVICES	3,650.36	0.00	0.00	3,650.36	3,650.36	0.00	0.00
020181	DATA PROCESSING SERVICES-MTCE	0.00	143.34	0.00	143.34CR	143.34CR	0.00	0.00
020193	COUNTY PROJECT MANAGEMENT SERVICES	5,820.11	8,408.95	0.00	1,588.84CR	1,588.84CR	0.00	0.00
020202	POSTAGE	75.18	23.50	0.00	51.68	51.68	0.00	0.00
020305	MESSENGER SERVICE	28.50	0.00	0.00	28.50	28.50	0.00	0.00
020401	PUBLISHING MINUTES & NOTICES	1,549.12	0.00	0.00	1,549.12	1,549.12	0.00	0.00
020501	PRINTING & STATIONERY	2,814.69	2,835.73	0.00	21.04CR	21.04CR	0.00	0.00
021192	INTEREST	0.00	0.00	0.00	0.00	0.00	0.00	0.00
021226	COMMITTEE COMPENSATION	1,590.00	0.00	0.00	1,590.00	1,590.00	0.00	0.00
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE	1,385.66	444.29	0.00	941.37	941.37	0.00	0.00
TOTL 02		32,889.23	22,486.71	0.00	10,402.52	10,402.52	0.00	0.00
ORG-TOT		32,889.23	22,486.71	0.00	10,402.52	10,402.52	0.00	0.00

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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
59103	ACRRA - PHASE 1 PRELIMINARY ENGINEERING							
	CONSULTING SERVICES							
020102	1,437,002.56	86,811.54	1,272,230.02	1,350,191.02	77,961.00	0.00	0.00	6.04

	COUNTY ATTORNEY SERVICES							
020174	33,818.00	6,128.85	0.00	27,689.15	27,689.15	0.00	0.00	18.12

	EXECUTIVE DIRECTOR-SERVICES							
020176	37,674.09	4,733.37	0.00	32,940.72	32,940.72	0.00	0.00	12.56

	BUDGETING AND ACCOUNTING SERVICES							
020179	13,681.20	0.00	0.00	13,681.20	13,681.20	0.00	0.00	

	DATA PROCESSING SERVICES-MTCE							
020185	1,892.22	604.30	0.00	1,287.92	1,287.92	0.00	0.00	31.94

	COUNTY PROJECT MANAGEMENT SERVICES							
020193	86,046.34	47,122.70	0.00	38,923.64	38,923.64	0.00	0.00	54.76

	POSTAGE							
020202	2,949.25	94.72	0.00	2,854.53	2,854.53	0.00	0.00	3.21

	MESSENGER SERVICE							
020305	193.65	0.00	0.00	193.65	193.65	0.00	0.00	

	PUBLISHING MINUTES & NOTICES							
020401	4,571.60	0.00	0.00	4,571.60	4,571.60	0.00	0.00	

	PRINTING & STATIONERY							
020501	14,463.49	235.01	0.00	14,228.48	14,228.48	0.00	0.00	1.62

	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

	COMMITTEE COMPENSATION							
021226	1,000.00	0.00	0.00	1,000.00	1,000.00	0.00	0.00	

	OTHER TRAVEL							
021407	2,553.47	0.00	0.00	2,553.47	2,553.47	0.00	0.00	

	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	700.60	0.00	0.00	700.60	700.60	0.00	0.00	

TOTL-02	1,636,546.47	145,730.49	1,272,230.02	1,490,815.98	218,585.96	0.00	0.00	8.90
01G-TOT	1,636,546.47	145,730.49	1,272,230.02	1,490,815.98	218,585.96	0.00	0.00	8.90

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
59106	RIGHT-OF-WAY ACQUISITION							
020102	CONSULTING SERVICES 166,000.00	0.00	0.00	166,000.00	166,000.00	166,000.00	0.00	
020174	COUNTY ATTORNEY SERVICES 36,000.00	0.00	0.00	36,000.00	36,000.00	36,000.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 2,000.00	0.00	0.00	2,000.00	2,000.00	2,000.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 2,000.00	0.00	0.00	2,000.00	2,000.00	2,000.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 20,000.00	805.68	0.00	19,194.32	19,194.32	20,000.00	0.00	4.03
020202	POSTAGE 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020501	PRINTING & STATIONERY 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
040103	LAND ACQUISITION-RIGHT OF WAY 1,500,000.00	0.00	0.00	1,500,000.00	1,500,000.00	1,500,000.00	0.00	
ORG-TOT	1,728,000.00	805.68	0.00	1,727,194.32	1,727,194.32	1,728,000.00	0.00	.05

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
59107	NORTHEAST CORRIDOR STUDY							
020102	CONSULTING SERVICES 270,000.00	0.00	0.00	270,000.00	270,000.00	270,000.00	0.00	
020174	COUNTY ATTORNEY SERVICES 17,000.00	0.00	0.00	17,000.00	17,000.00	17,000.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 6,500.00	0.00	0.00	6,500.00	6,500.00	6,500.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 3,000.00	0.00	0.00	3,000.00	3,000.00	3,000.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 100,000.00	2,061.19	0.00	97,938.81	97,938.81	100,000.00	0.00	2.06
020202	POSTAGE 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020501	PRINTING & STATIONERY 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
021226	COMMITTEE COMPENSATION 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
ORG-TOT	400,000.00	2,061.19	0.00	397,938.81	397,938.81	400,000.00	0.00	.52

REC

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
59108	SOUTH CORRIDOR STUDY							
020102	CONSULTING SERVICES 65,000.00	0.00	0.00	65,000.00	65,000.00	65,000.00	0.00	
020174	COUNTY ATTORNEY SERVICES 2,500.00	0.00	0.00	2,500.00	2,500.00	2,500.00	0.00	
020176	EXECUTIVE DIRECTOR-SERVICES 1,000.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0.00	
020179	BUDGETING AND ACCOUNTING SERVICES 500.00	0.00	0.00	500.00	500.00	500.00	0.00	
020185	DATA PROCESSING SERVICES-MTCE 200.00	0.00	0.00	200.00	200.00	200.00	0.00	
020193	COUNTY PROJECT MANAGEMENT SERVICES 30,000.00	100.71	0.00	29,899.29	29,899.29	30,000.00	0.00	.34
020202	POSTAGE 200.00	0.00	0.00	200.00	200.00	200.00	0.00	
020401	PUBLISHING MINUTES & NOTICES 200.00	0.00	0.00	200.00	200.00	200.00	0.00	
020501	PRINTING & STATIONERY 200.00	0.00	0.00	200.00	200.00	200.00	0.00	
021226	COMMITTEE COMPENSATION 100.00	0.00	0.00	100.00	100.00	100.00	0.00	
021408	VOLUNTEER/COMMITTEE MEETING EXPENSE 100.00	0.00	0.00	100.00	100.00	100.00	0.00	
ORG-TOT	100,000.00	100.71	0.00	99,899.29	99,899.29	100,000.00	0.00	.10

BUDGET COMPARISON REPORT
RFBA113 90 03 30

RAMSEY COUNTY
ACCOUNTING DEPT
03 30 90

PAGE 837

PCT OF YEAR ELAPSED = 24.38

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
59177	REFUNDS & RECOVERIES & PETTY CASH							
	PETTY CASH & CHANGE							
053000	100.00	100.00	0.00	0.00	0.00	100.00	0.00	100.00
ORG-TOT	100.00	100.00	0.00	0.00	0.00	100.00	0.00	100.00
ACT-TOT	8,269,666.70	241,375.16	1,272,230.02	8,028,291.54	6,756,061.52	2,228,100.00	2,228,000.00	2.92
5 FCT-TOT	8,269,666.70	241,375.16	1,272,230.02	8,028,291.54	6,756,061.52	2,228,100.00	2,228,000.00	2.92
FUND CURP. TOT	8,217,031.70	189,096.17	1,272,230.02	8,027,935.53	6,755,705.51	2,228,100.00	2,228,000.00	2.30
FUND P.89 TOT	52,635.00	52,278.99	0.00	356.01	356.01	0.00	0.00	99.32
FUND TOTAL	8,269,666.70	241,375.16	1,272,230.02	8,028,291.54	6,756,061.52	2,228,100.00	2,228,000.00	2.92

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>4/30/90</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> <u>LRT Coordination Plan Update</u> <u>DISCUSSION ONLY</u>
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Request Justification

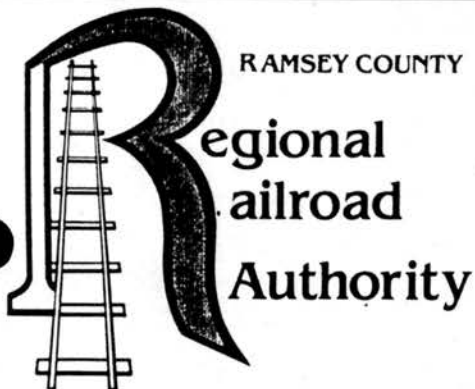
- See attached:
- 1) Memorandum from K. DeSpiegelaere
 - 2) Major components, purpose of coordination plan
 - 3) Schedule for coordination plan
 - 4) Peer review panel schedule

<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:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u> May 8, 1990	<u>Signature</u> <i>F. L. Hendenning</i>	<u>Date</u> 5/1/90
<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 Morgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

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

SUBJECT: LRT Coordination Plan

DATE: April 30, 1990

The Joint LRT Advisory Committee is preparing a Coordination Plan for LRT. Attachments to this memo are:

1. An outline of the major components of the plan, the purpose of the plan and the schedule for the plan.
2. Information on the Peer Review Panel to be held on June 15 at Earle Brown Center. Panel members from other cities will present information on the pros and cons of methods for implementing LRT and organizational structures for its design, construction and operation.

The next meeting of the Joint LRT Advisory Committee is scheduled for May 23, 1990.

Recommendation:

For your information.

KD/blk
Attachments

MAJOR COMPONENTS OF REGIONAL LRT COORDINATION PLAN

- Evaluation of Alternative LRT Implementation Strategies (i.e., turnkey, design/build, traditional, etc.)
- Evaluation of Alternative Agency Organizational Plans for Design and Construction
- Organizational Plan Within MTC for LRT Operations and Maintenance
- Master Program Schedule and Budget for Group A and Group B (All or Part) LRT Corridors
- General Design Criteria, Performance Specifications, and Operating Plan
- Process and Procedures for Updating the Regional LRT Plan
- Process and Procedures for Reviewing and Providing Input on Transportation and Land Developments Impacting the LRT System
- Peer Review and Public Hearing

PURPOSE OF REGIONAL LRT COORDINATION PLAN

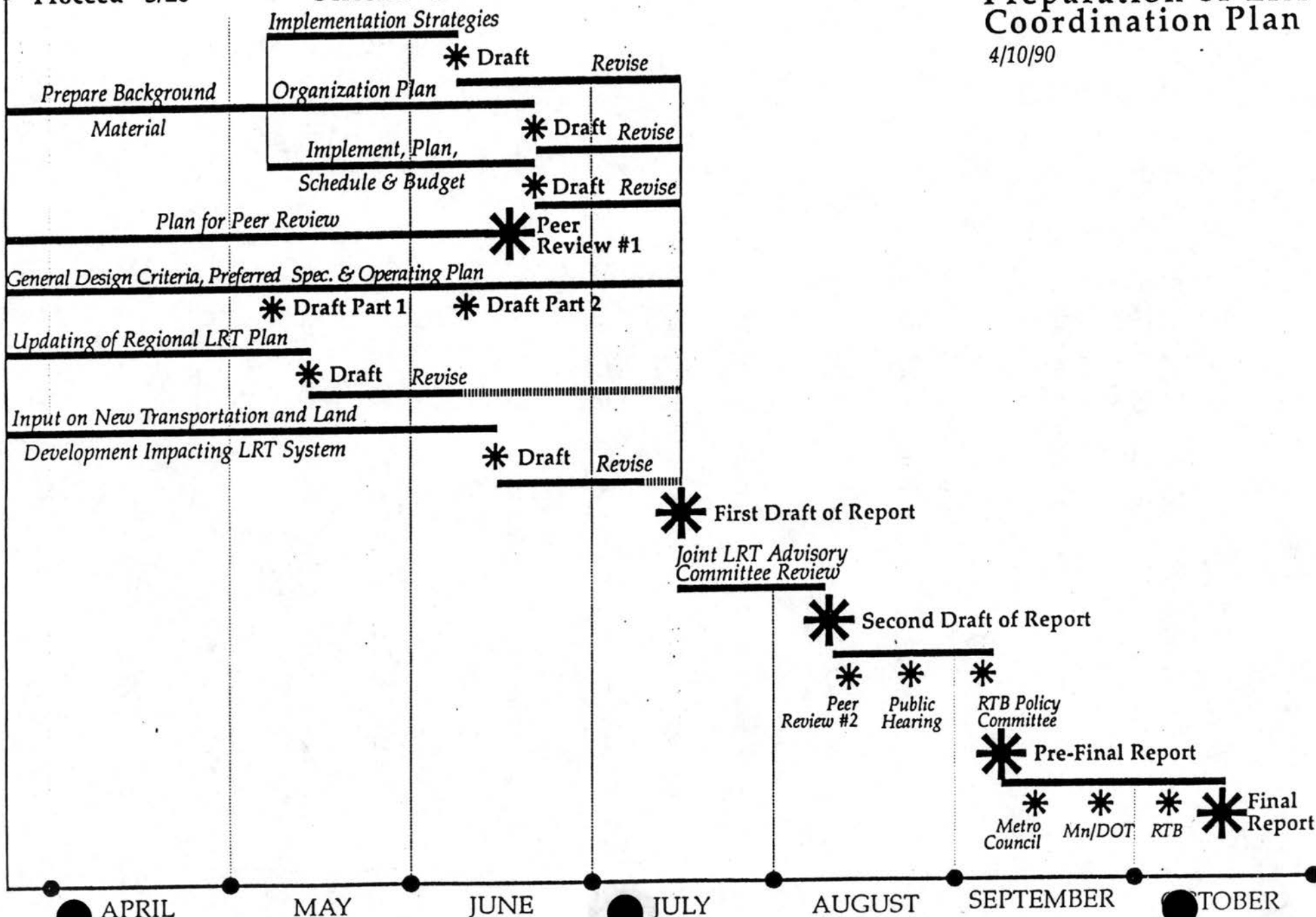
- Gain Agreement Among the RTB, Regional Railroad Authorities and the MTC on the Above Plan Components
- Demonstrate to the State Legislature that the RTB, Regional Railroad Authorities, and MTC Have the Consensus and the Capability to Efficiently Construct a Regional LRT System On-Time and Within Budget

*** RTB Notice to Proceed - 3/26**

*** Subconsultant Selected - 5/8**

Schedule for Preparation of LRT Coordination Plan

4/10/90



4/20/90

PROPOSAL

PEER REVIEW PANEL #1
LRT COORDINATION PLAN

DATE: Friday, June 15, 1990

TIME: 8:30 a.m. - 2:00 p.m.

LOCATION: Earle Brown Continuing Education Center
University of Minnesota

SPONSORS: Regional Transit Board
Center for Transportation Studies

PURPOSE: To hear several experts in LRT construction and operation discuss the advantages and disadvantages of alternative strategies for implementation (examples are traditional, design-build and turnkey) and alternative organizational structures. Panelists will be asked to focus on how to make decisions, the trade-offs among various strategies, and experiences related to the implementation of LRT in other cities. Time will be available for questions from the audience.

SPEAKERS: (To be determined - likely from following functional areas)

- Tunnel construction
- Financial
- System using turnkey design and construction
- System using traditional design and construction
- Subconsultant (to give overview)

PARTICIPANTS: (To be invited to morning session; lunch will be open to wider audience)

- RTB Board Members
- Rail Authority Commissioners
- Metropolitan Council Members
- MTC Commissioners
- Selected Legislators
- Joint LRT Advisory Committee
- Staff Committee

4/20/90

PROPOSED AGENDA

PEER REVIEW PANEL #1 LRT COORDINATION PLAN

- 8:00 Coffee and Doughnuts
- 8:30 Overview - Implementation Strategies (Braun)
- Introductions
 - Purpose of Panel
 - Overview of Session
- 8:45 Presentation of Implementation Alternatives (Subconsultant)
- Definition of alternatives
 - Examples of alternatives
 - Advantages and disadvantages of each
- 9:05 Panel (10 minutes each--four panelists)
- Responses to prepared questions
- 9:45 Questions from Floor
- 10:15 Coffee Break
- 10:30 Overview-Organizational Strategies (Braun)
- 10:35 Presentation of Organizational Alternatives (Subconsultant)
- Definition of alternatives
 - Examples of alternatives
 - Advantages and disadvantages of each
- 10:55 Panel (8 minutes each--four panelists)
- Responses to prepared questions
- 11:30 Questions from Floor
- 12:15 Break
- 12:30 Luncheon
- 1:00 Keynote Speaker
"Keys to a Successful LRT Implementation Strategy"
- 1:20 Questions from Floor
- 1:40 Adjournment

April 27, 1990

**Panelists for June 14/15 Peer Review Panel
on Implementation Methods and Management Organizations**

<u>Area of Expertise:</u>	<u>Candidates:</u>	<u>Perspective:</u>	<u>Phone #:</u>	<u>Confirmed</u>
1. "Turnkey" Method Expert	Larry Miller-Vancouver, B.C., Skytrain	Owner's side (G.M.)	(206) 625-1885	Yes
2. "Turnkey" Method Expert	Ed Ries-Vancouver, B.C. Skytrain; Detroit People-Mover	Contractor's side (Chief Contracts Officer)	(604) 943-9016	Yes
3. "Traditional" Method Expert	Ken Knight-Buffalo, Toronto TTC	Owner's side (Project Manager); Lots of Tunnelling Experience	(416) 393-3977	Yes
4. Private Financing Expert	Jim O'Leary-Boston, heavy rail, light rail and commuter rail	Owner's side (General Manager)	(617) 951-0509	Yes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority	Board Action Requested
Originating Department	Review of 1990 legislation on LRT
<i>K. DeSpiegelaere</i> 4/30/90	
Authorized Signature	Date
	DISCUSSION ONLY

Request Justification

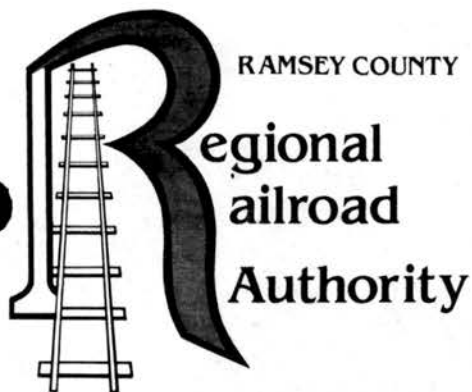
See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting	<i>Mark Spence</i> 5/1/90	Date / Time
County Attorney	<i>Carl MacIntyre</i>	Received By
Risk Manager		
Data Processing		
Previous Action taken on Request		

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
May 8, 1990	<i>J. L. Glendinning</i>	5/1/90
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: Review of LRT Action in 1990 Legislative Session

DATE: April 30, 1990

Now that I have had an opportunity to analyze and assimilate the action taken on LRT at this year's legislative session, I would categorize this as a year of maintaining the status quo.

Funding

As the session began, we had optimism that some state funds might be allocated to construct LRT. In the middle of the session, we were worried that the engineering funds we have had in the past would be completely eliminated. The balance was found at the end of the session: Regional Railroad Authorities retained \$2.75 million in state funds as a matching grant for LRT engineering. Since Ramsey County Regional Railroad Authority requires a minimum of \$1 million additional in state grant funds in 1991 for the continuation of Midway Corridor engineering, the legislation obtained in 1990 is satisfactory.

At one point, the conference committee working on the tax bill added an amendment that would have permitted regional railroad authorities to transfer funds from LRT to county social services in 1990. When the tax bill passed, the provision applied only to Hennepin County.

Regional Transit Board Initiatives

The Regional Transit Board's Development and Financial Plan for LRT was completed on schedule, for delivery February 15 to the Legislature.

Page 2

The funding sources for capital costs for LRT identified in the plan are a mixture of federal, state, regional and local. The first priority for a regional funding source is a sales tax. Legislation to accomplish that was deferred until next session.

Strategy

It will be important to have a unified effort on LRT for the next legislative session. If funding is to be sought for LRT, legislators will want to see detailed design plans. They will want to know where LRT will be located in the Midway Corridor and what the impacts of the location will be. They are interested in details, not concepts.

Additional Information

The tax bill contains provisions relating to the Railroad Authority budget process and Homestead and Agricultural Credit Aid reduction that are being analyzed and will be discussed at a subsequent meeting.

Recommendation:

For your information.

KD/blk

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

Tuesday, May 22, 1990

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

1. * Minutes of the May 8, 1990 Board Meeting
2. Chairman's Comments
3. Trolley Bus Analysis - Discussion
4. * Appoint members to Northeast Corridor Task Force
5. Update on legislation - Discussion
6. Progress Report on Midway Corridor Environmental Impact Statement and Preliminary Engineering Phase I - Discussion

*Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

May 8, 1990

The regular meeting of the Ramsey County Regional Railroad Authority was called to order at 10:40 A.M. by Chairman John Finley, in the Large Conference Room of 316, Court House.

MEMBERS PRESENT: Chairman John Finley
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Duane McCarty (entered during Item 4)
Commissioner Warren Schaber (entered during Item 2)
Commissioner Donald Salverda

MEMBERS ABSENT: Commissioner Diane Ahrens

Also Present: Patrick O'Malley, Marlen Johnson, Ed Glaubitz, Terry Schutten, James Tolaas, Robert Clarkson, Toni Baker, Jim Walsh, Kathryn DeSpiegelaere, Frances Glendenning, Kris Wendorff represented the County Attorney's Office

1. Minutes - A. Scoping Document Public Hearing of March 27, 1990, and B. Regular Ramsey County Regional Railroad Authority Board Meeting of April 10, 1990.

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

The Ramsey County Regional Railroad Authority approves the minutes of A. Scoping Document Public Hearing of March 27, 1990, and B. Regular Ramsey County Regional Railroad Authority Board Meeting of April 10, 1990, as written.

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

2. Chairman's Comments

Chairman Finley mentioned that last week we had a meeting before the BOMA people with the Downtown Business Owners, and both Commissioner Hunt and he were there. The people who own the buildings downtown had some concerns, so it was set up by that organization. Now at least they have the information as to what we are looking at.

In regard to the UMTA letter that we approved, Chairman Finley said this has been signed by all the parties and the different counties. There is going to be a Forum on Thursday at the Minnesota Club at 3:30 P.M. which has been

called at the request of the Chamber of Commerce, which he will be at.

Also, there is a Concerned Citizens for LRT Party at 8:00 P.M. May 12th at the White Bear Lake Armory.

On Tuesday morning next week Chairman Finley will be making a presentation to the Board of Directors of the Chamber of Commerce. Tonight he will be making a presentation to the Suburban League of Women Voters, this will be at Jill Todd's home, this will include White Bear, Shoreview, Little Canada, and North Oaks.

3. Ratify Partial Payment No. 6 to BRW, Inc. in the amount of \$55,234.37.

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

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 February 28, 1990; 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 R89-70) the Direction of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 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. 57345, Partial Payment No. 6, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through February 28, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$55,234.37 for Ramsey County Regional Railroad Authority's share of services rendered through February 28, 1990 is hereby ratified.

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

4. Approve Agreement No. RCRRRA-90-001 in the amount of \$244,865 and authorize the Chairman of the Ramsey County Regional Railroad Authority to sign the Agreement with Strgar-Roscoe-Fausch, Inc. on its behalf.

Chairman Finley asked that Ms. DeSpiegelaere run through briefly what we are expecting SRF to do.

Ms. DeSpiegelaere addressed the Board, SRF will be hired to do an alignment study of the Northeast Corridor. The Northeast Corridor extends from Downtown St. Paul to north border of Ramsey County. Within that corridor, we will be looking at several alternative alignments including 35E, Burlington Northern, Highway 61, and perhaps some other street alignments, and also the Willard Munger Trail - Soo Line. The objective of the study is to reach a conclusion in approximately one year's time about what alignment should be further considered for LRT in this corridor. They intend to work closely with community participation again as we have in other LRT work. There will be a Technical Group, Citizens Group - they have already solicited members for this, and the information also will be going to the Intergovernmental Committee of the Regional Rail Authority.

Within the scope of work is the development of ridership forecasts, some land use information, and other data that will assist in helping to determine what the preferred alignment should be within this corridor for LRT.

Chairman Finley would like to know how the Citizens Group was selected. Ms. DeSpiegelaere explained that approximately two months ago the Board received a recommendation from the staff group, we have solicited proposals and reviewed them. There were six members of the staff review committee including the City of St. Paul and the RTB, and Ramsey County Regional Railroad Authority who recommended that this firm be selected, and this Regional Rail Authority consented to accept that recommendation, and also the development of a contract with this firm.

Chairman Finley would like to say in behalf of Strgar-Roscoe-Fausch, as you know we had them on the Midway alignment, and throughout the period that they were working on the Midway Alignment Studies, there were several meetings with community, and he felt that they made a very favorable impression on the community on the Midway Alignment study from the standpoint that they were not "this is the way it is" as oftentimes people get that impression that the government says "this is what we are going to do". SRF gave the opposite impression to the community and they felt that they were really participating in the planning. He thinks that Commissioners Schaber, Norgard and McCarty will be getting questions as the study goes along. He has found, and he believes Commissioner Ahrens has also, them to be very accessible when there were questions from the community so be sure to use them, as you are going to need them, and start developing plans. Chairman Finley found them to be quite helpful, so he thinks it is a good choice by the staff, and he hopes that they will continue to keep that openmindedness, and let the people respond like they did on the Midway Corridor. It saved us what could have been potential problems.

Commissioner Schaber agrees with the Chairman, the meetings we have had with them out in the community were excellent in providing information, and also were very open to questions, comments, suggestions.

Commissioner Schaber had one question on the Certificate of Insurance for this Contract, as he did not see any professional liability.

James Tolaas informed the Board that we do have an updated certificate of insurance, this was received after the documentation was prepared. This new information will be furnished to Commissioner Schaber.

Commissioner McCarty had entered the meeting during the discussion of this item.

Commissioner Salverda added that we have had very positive experiences with them in the past, and we are doing a lot of work with BRW, and BRW bid on this also, and he sees nothing wrong with this firm, so we are not overly committed to one consulting firm. They have an excellent track record.

Commissioner McCarty pointed out that this was not the low bid, and if he recalls, he did not vote for this when originally recommended to this Board.

Commissioner Schaber stated that this is a Professional Service Contract, and this is not something that requires us to have the low bid. Kris Wendorff, County Attorney's Office, confirmed this, the Board has the discretion in the selection.

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

WHEREAS, The Ramsey County Regional Railroad Authority authorized staff to negotiate a contract for a Light Rail Transit Alignment Study for the Northeast Corridor with Strgar-Roscoe-Fausch, Inc., and

WHEREAS, Regional Rail Staff have prepared Ramsey County Regional Railroad Authority Agreement No. RCRRA 90-001 in the amount of \$244,865.00 for the purpose of completing a Light Rail Transit Alignment Study for the Northeast Corridor; Now, Therefore, Be It

RESOLVED, that the Chairman of the Ramsey County Regional Railroad Authority is authorized to sign the agreement on behalf of the Regional Railroad Authority.

Roll Call: Ayes - 5, Nays - 1 (McCarty)
Motion adopted.

5. Quarterly Report of Payments for RCRRA for Period of January - March, 1990.

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

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period January through March, 1990, and a record of these disbursements is on file in the Ramsey County Regional Railroad Authority Office; Now, Therefore, Be It

R90
28

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

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

6. LRT Coordination Plan Update - Discussion

Ms. DeSpiegelaere addressed the Board, she referred to Page 2 of the documentation, this lists the major components of the Regional LRT Coordination Plan. All of them are very important, one of the items is the evaluation of Alternative Implementation Strategies, Turnkey, Design-build, Traditional, another is the evaluation of organizational plan for design and construction. Those two will be the subject of the Public Forum to which you are invited. This will be held on June 15th from 8:30 to 2:00 P.M. There is a notice of that attached in the documentation. Four consultants from systems where LRT has been constructed will be participating in that meeting on the 15th. Additional items to be discussed are how the MTC will operate it, a schedule and budget for the Midway Corridor and other corridors, what the performance specifications and criteria and operating plans should be like, how the regional development and financial plan will be updated. Land use impact will be discussed, and this is also the subject of a special meeting to be held on May 18th, to which this Board has been invited. There again, people from other areas where LRT has been constructed will be coming to the Twin Cities to meet with us on May 18th to talk about the economic impacts of LRT. This information was too late to include in this documentation, but a separate memo was sent to Board members on this.

Ms. DeSpiegelaere continued, the purpose of the plan is to gain agreement among the various agencies on these components, and secondly, to demonstrate to the Legislature that there is consensus and that we can reach a conclusion on those items.

Page 3 of the documentation is the schedule, this has been somewhat controversial, this schedule does not meet the deadline specified in the Legislature which would have a plan to the RTB on July 1st. Ms. DeSpiegelaere was just informed this morning that Michael Ehrlichmann, Chairman of the RTB, will be bringing a resolution to the RTB on the 21st, asking for an extension of the deadline on the preparation of the Coordination Plan, so he would be indicating to the Joint LRT Advisory Committee that Commissioners Hunt and Ahrens are members of, that the RTB would support an extension beyond the July 1st date to October 1st.

Chairman Finley said at the last Board meeting David Minister was here, and he said there was an extension granted. Ms. DeSpiegelaere said it has not yet been granted, it had been discussed only. This resolution will be coming to the RTB members on May 21st.

Ms. DeSpiegelaere referred to Page 4 of the documentation which indicates an outline of what will be discussed and who will be invited to the June 15th meeting on Implementation and Construction Options for LRT.

Commissioner Hunt asked if it was necessary to register for this, and Ms. DeSpiegelaere said invitations have not been formally issued yet, so she is not certain. She wanted the Board members to be aware of this in case there was interest in attending. The speakers are excellent, Larry Miller from Vancouver, B.C., Ed Rieff who has experience on the contractor's side with Vancouver, B.C., Skytrain and Detroit People Mover, Ken Knight with experience on the owner's side, with Buffalo and Toronto systems, and Jim O'Leary from Boston who has experience as a General Manager of that system.

Commissioner Hunt would like to know if any of these are involved with tunnels. Ms. DeSpiegelaere said yes, Buffalo is a tunnel. The RTB has hired another consulting firm, a sub-contractor, O'Brien, Kreitzberg. In fact, she will be meeting with them all afternoon today, and they also have some tunnel experience.

Chairman Finley mentioned that the sub-contractors are supposed to be the best on ridership projections, etc.

7. Review of the 1990 Legislation on LRT

Chairman Finley mentioned last time that \$2.75 million of the State Funds stayed in this appropriation, it was originally \$3.4 million for each year of the biennium. Originally it was scheduled to be cut out, we were able to keep it in at \$2.75 million. There had been a move on the county social services, but evidently the move was to be able to transfer, which was really directed at Hennepin County, and not on all the Regional Rail Authorities. We did not take the position one way or another on that.

Chairman Finley said it was very interesting, if the Board remembers the UMTA letter which was so controversial, and we were getting blamed for holding up the show and everything, the first vote on the Hennepin County Board did not get approved at the Regional Rail Authority. We had approved it, and they didn't, but they finally approved it last week.

There being no further matters to come before the meeting, Commissioner Salverda moved to adjourn, and the vote was unanimous. Chairman Finley declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley _____ Originating Department _____ J. T. Finley /s/ _____ 5/16/90 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 _____
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Comments / Recommendation _____

Documentation certified complete for: _____

Committee / Meeting Date _____	Signature _____	Date _____
Committee / Meeting Date _____	Signature _____	Date _____
May 22, 1990 _____	<i>J. L. Blendenburg</i> _____	5/16/90 _____
Board Date	Signature	Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 5/14/90
Authorized Signature Date

Board Action Requested

Trolley Bus Analysis

Discussion Only

Request Justification

See attached memorandum from K. DeSpiegelaere of May 5, 1990.

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

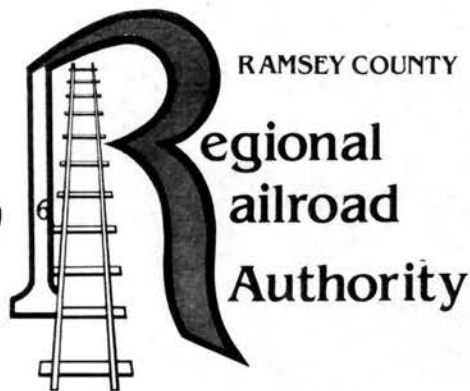
May 22, 1990

Board Date

J. L. Glendonning
Signature

5/16/90

Date



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

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

MEMORANDUM

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

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

SUBJECT: Trolley Bus Analysis

DATE: May 7, 1990

At the work session on April 17, 1990, Chairman Finley asked for information on trolley buses. I indicated that the Metropolitan Transit Commission (MTC) had done an analysis of trolley buses in 1981 and that I would obtain a copy of the study.

The report, Analysis of Trolley Bus Feasibility in the Twin Cities, compared trolley buses to diesel buses. A trolley bus is a conventional bus with an electric motor rather than a diesel engine. Two poles on the top of the bus connect to overhead wires. Trolley buses currently operate in five U.S. cities: Boston, Dayton, Philadelphia, San Francisco, and Seattle. The U.S. cities that have trolley buses replaced streetcars with them.

A comparison of the trolley bus to the diesel bus indicates:

1. Trolley bus is quieter.
2. Trolley bus is better for air quality.
3. Trolley bus requires less maintenance.
4. Trolley bus is less dependent on imported fuel.
5. Diesel bus requires no overhead wires that can be visually unattractive.
6. Diesel bus is more flexible because it does not rely on overhead wires, is not subject to power outages, and can detour around traffic accidents.

The MTC's analysis indicated that total annualized costs for trolley buses would be 11% greater than for diesel buses because of the costs of the overhead system. The operating costs of the trolley buses would be slightly less than those of diesel buses.

Recommendation:

For your information.

COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

County Regional Railroad Authority Planning Department <u>K. DeSpiegelaere</u> Authorized Signature	<u>5/14/90</u> Date	Board Action Requested Appoint members to Northeast Corridor Task Force. <u>*Action is requested</u>
--	------------------------	--

Request Justification

See attached: 1) Proposed resolution
 2) Memorandum from K. DeSpiegelaere

Budgeting and Accounting <u>Ed Brault</u> <u>5/14/90</u> County Attorney <u>DeL. Macmillan</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
May 22, 1990	<u>J. L. Blendenning</u>	5/16/90
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has requested appointments to the Northeast Corridor Task Force; Now, Therefore, Be It

RESOLVED, That the representatives and alternates appointed to the Northeast Corridor Task Force are:

District 2

Paul Gilliland, Representative
Richard Kramer, Alternate

District 4

Clarence Seidel, Representative
Karin DuPaul, Alternate
Susan Omoto, Alternate

District 5

Ray Mordorski, Representative
Jim Steinworth, Alternate

District 17

Jeanne Cooper, Representative

Gem Lake

Paul Emeott, Representative

Little Canada

Karen Johnson, Representative
Gene DeLonais, Representative

Maplewood

Norman Anderson, Representative
George Rossbach, Representative

Vadnais Heights

Robert Hohenauer, Representative

White Bear Lake

Harry Mares, Representative
Ken Stevens, Representative

White Bear Township

Dick Sand, Representative
Douglas H. Pfeffer, Representative
Robert Weisenburger, Alternate

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

East Side Area Business Association
Scott Mueller, Representative

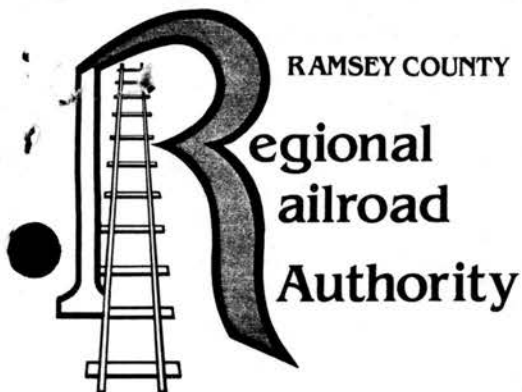
Payne/Arcade Area Business Association
Chris Diegnau, Representative

Suburban Chamber of Commerce
Gary Jackson, Representative
George Rossez, Representative

White Bear Avenue Business Association
Lowell Sorenson, Representative

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

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: Appointments to Northeast Corridor Task Force

DATE: May 14, 1990

In December, 1990, you approved a Public Participation Program for the Northeast Corridor Alignment Study that included a Northeast Corridor Task Force. Members of the task force will include citizen representatives of the affected district councils in St. Paul, municipalities within the corridor study area, and business community representatives.

Letters to the affected groups have resulted in a list of nominees for your approval (see attached resolution).

Recommendation:

The resolution appointing members to the Northeast Corridor Task Force has been prepared for your consideration.

You may also wish to consider the appointment of a convener to chair the initial meetings of the group.

KD/blk
Attachment

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> Authorized Signature <u>5/14/90</u> Date	<u>Board Action Requested</u> Update on legislation. <u>Discussion only</u>
---	---

Request Justification

See attached: Memorandum from K. DeSpiegelaere

<u>Budgeting and Accounting</u> <u>Ed Blantz</u> <u>5/14/90</u> <u>County Attorney</u> <u>Willie M. Hall</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>
May 22, 1990	<u>F. L. Glendenning</u>	5/16/90
<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 *KD*

SUBJECT: Update on Legislation

DATE: May 14, 1990

At the previous Regional Railroad Authority meeting, I supplied you with information on legislation that had an impact on Ramsey County Regional Railroad Authority. I indicated that additional analysis was being done on some portions of the tax bill, and that I would provide you with information on that at a subsequent Regional Railroad Authority meeting.

The tax bill, passed in the 1990 session, requires:

1. Ramsey County Regional Railroad Authority will need to adopt a proposed budget for 1991 by September 1, 1990.
2. There is a reduction in the 1990 homestead and agricultural credit for Ramsey County Regional Railroad Authority of \$92,000. The 1991 impact is being assessed.
3. A report is due by May 15 to the Commissioner of Revenue that will assist in determining if additional reductions in homestead and agricultural credit will be made in 1990. The report is required to contain information on the projected unreserved fund balance, revenues derived from the property tax levy, homestead and agricultural credit aid for 1990 and general fund expenditures authorized by the 1990 budget. At the time this memorandum is being prepared, we have been instructed to submit that report on a form to be supplied by the Commissioner of Revenue which has not yet been received.

Recommendation:

For your information.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 5/14/90
Authorized Signature Date

Board Action Requested

Progress Report on Midway Corridor
Environmental Impact Statement and
Preliminary Engineering Phase I.

Discussion Only

Request Justification

See attached: Memorandum from K. DeSpiegelaere dated May 11, 1990.

Budgeting and Accounting

Ed Blantitz 5/14/90

County Attorney

David Mac 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

May 22, 1990

Signature

F. L. Glendonning

Signature

Date

5/16/90

Date

Board 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 *ZD*

SUBJECT: Midway Corridor Update

DATE: May 11, 1990

At the May 22 Regional Railroad Authority meeting, we (staff and BRW) would like to provide you with a progress report on these aspects of the Midway Corridor Environmental Impact Statement/Preliminary Engineering Study:

1. Overall progress/schedule
2. Alignment update
3. Downtown update
4. Capitol area update
5. Community participation update.

KD/blk
Attachment

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

John T. Finley, Chairman
District 3

Duane W. McCarty, Vice Chairman
District 1

Warren W. Schaber, Secretary
District 6

Ruby Hunt, Treasurer
District 5

Diane Ahrens
District 4

Hal Norgard
District 7

Donald Salverda
District 2

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

TUESDAY, JUNE 12, 1990

1:00 P.M. - LARGE CONFERENCE ROOM - 316

1. * Minutes of the May 22, 1990 Meeting
2. Chairman's Comments
3. Washington and Dakota County Regional Railroad Authorities' Comprehensive LRT Plans - Discussion only.
4. Coordination Plan for LRT - Discussion only.
5. LRT/Land Use Panel - Discussion only.
6. Midway Corridor Update - Discussion and possible action.
7. * Ratify Partial Payment No. 7 to BRW, Inc. in the amount of \$74,637.71.

*Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

May 22, 1990

The regular meeting of Board of the Ramsey County Regional Railroad Authority was called to order at 10:35 A.M. by Vice-Chairman Duane McCarty in the Large Conference Room of 316, Court House.

MEMBERS PRESENT: Vice-Chairman Duane McCarty
Commissioner Warren Schaber
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Donald Salverda

MEMBERS ABSENT: Chairman John Finley
Commissioner Diane Ahrens

Also Present: James Van Houdt, Patrick O'Malley, Ed Glaubitz, Robert Clarkson, Brian Goski, Jill Goski, Jim Walsh, Dave Warner, Gary S. Simpson, Karen Tero, James Tolaas, Toni Baker, Ben Sebesta, Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes - of the May 8, 1990 Regional Railroad Authority Board Meeting

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Regional Railroad Authority Board meeting held on May 8, 1990 as written.

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

2. Chairman's Comments

There were no comments as Chairman Finley was absent from this meeting.

3. Trolley Bus Analysis - Discussion

Kathy DeSpiegelaere addressed the Board, at the Work Session information was requested on trolley buses. The Metropolitan Transit Commission has an analysis of trolley buses, this was in 1981. The trolley bus is quieter, better for air quality, requires less maintenance, is less dependent on imported fuel, but does require overhead wires.

Ms. DeSpiegelaere continued, the analysis also indicated that the cost for trolley buses is somewhat higher than diesel buses.

Commissioner Salverda asked what is the difference between annualizing costs and operating costs. Ms. DeSpiegelaere explained that operating costs includes mainly the cost for running on a day to day basis, whereas the annualized cost includes the capital costs of purchasing equipment.

4. Appoint Members to Northeast Corridor Task Force

Commissioner Salverda would like to know if there were any persons who were applicants that were not appointed. Ms. DeSpiegelaere explained that we have no way of knowing that as the Cities and District Councils submitted the names of the members they were recommending.

Commissioner Schaber moved the recommendation to appoint the members listed, and Commissioner Hunt seconded this motion.

Vice-Chairman McCarty discussed the appointment of a convener for the initial meetings of the Task Force, as the Chairman of this Task Force would be selected later. Vice-Chairman McCarty would like to be considered for Convener for the initial meetings. The Board did not see any problem with this.

Commissioner Salverda then moved the addition to the recommendation, which was seconded by Commissioner Norgard.

WHEREAS, Ramsey County Regional Railroad Authority has requested appointments to the Northeast Corridor Task Force; Now, Therefore, Be It

RESOLVED, That the representatives and alternates appointed to the Northeast Corridor Task Force are:

District 2

Paul Gilliland, Representative
Richard Kramer, Alternate

District 4

Clarence Seidel, Representative
Karin DuPaul, Alternate
Susan Omoto, Alternate

District 5

Ray Mordorski, Representative
Jim Steinworth, Alternate

District 17

Jeanne Cooper, Representative

Gem Lake

Paul Emeott, Representative

Little Canada

Karen Johnson, Representative
Gene DeLonais, Representative

Maplewood

Norman Anderson, Representative
George Rossbach, Representative

Vadnais Heights

Robert Hohenauer, Representative

White Bear Lake

Harry Mares, Representative
Ken Stevens, Representative

White Bear Township

Dick Sand, Representative
Douglas H. Pfeffer, Representative
Robert Weisenburger, Alternate

East Side Area Business Association

Scott Mueller, Representative

Payne/Arcade Area Business Association

Chris Diegnau, Representative

Suburban Chamber of Commerce

Gary Jackson, Representative
George Rossez, Representative

White Bear Avenue Business Association

Lowell Sorenson, Representative;

and Be It Further

RESOLVED, That Commissioner Duane McCarty is appointed
convener of the initial meetings of the Northeast Corridor Task
Force

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

R90-29

5. Update on Legislation

Ms. DeSpiegelaere addressed the Board, as the last meeting was quite soon after the Legislative Session, and additional analysis has since been done on the tax bill.

The new tax bill which was passed in the 1990 session will require that the Ramsey County Regional Railroad Authority is to adopt a proposed budget for 1991 by September 1, 1990. There was a reduction in the 1990 homestead and agricultural credit for Ramsey County of \$92,000. This impact on 1991 is being assessed. A report was due May 15th to the Commissioner of Revenue which will assist in determining if additional reductions in homestead and agricultural credit will be made in 1990. However, this report date has been extended to June 1st. However, as of this time we have not received the form on which this data was to have been supplied.

Commissioner Schaber asked what the levy limitations are, and Ms. DeSpiegelaere replied that there is a levy limit now of \$7.3 million. The tax levy used to be 2 mills.

6. Progress Report on Midway Corridor Environmental Impact Statement and Preliminary Engineering Phase I.

David Warner, Project Manager from BRW, was present and he spent some time with the Board reviewing information and the progress of this project.

Mr. Warner gave an overview of the schedule of meetings, agendas, actions for the Technical Group, Midway Corridor Task Force, Downtown Task Force, and the Intergovernmental Committee as well as the RCRRA, as well as what they have done with the Alignment since the Scoping Document Hearing, etc. In the preparation of the Draft EIS, they are collecting data identifying existing conditions in the study corridor, and once they are through with that, they will identify the preferred alternatives, and then prepare the final draft. Then this will be for public information and review. The areas to be considered are the BN, Soo Line tracks and I94, Cedar, Minnesota and St. Peter, and Fourth, Fifth and Sixth.

Downtown analysis has proceeded quite well, and the Downtown Committee is at these alternatives, two way on Cedar street, one way flow on Fifth and Sixth, one way flow on Cedar, move the two way flow on Fourth Street, two way flow on Cedar Street, two way flow on Fourth Street. In the corridor we have three alignments, these were pointed out on the maps, the BN Alignment, showing stations at Campus, Raymond, Snelling, Lexington and Dale. Stations are one mile apart. On University Avenue would have half-mile spacing with stations at 27th Avenue in Minneapolis near the City Limits, Raymond Boulevard, near the Amtrak Station, Fairview, Snelling, Hamline, Lexington, Dale, and near the Capitol, Marion or Rice Street. This did identify where the tracks would go. They want to look at areas between the University of Minnesota and Raymond Boulevard, three different alternatives they will look at in this area.

Washington Avenue, University Avenue and 280 - they are looking at three different alternatives in that area, one is actually in the final design at the moment.

Mr. Warner continued, one alignment would cut across through the industrial area, there are some grain elevators there, and they are looking at the safety issues, these are from small degree to larger degree in the grain elevator alignment. They will be meeting with the University of Minnesota to get more advice on this issue. Another area follows Pierce Butler Road, Energy Park Drive. This showed up on his map with Snelling Avenue and Lexington Avenue. In Energy Park they would be required to purchase a right of way on the south side for the entire length. However, the impact on existing business and closing out access - a medium would have to be created for it is an issue to be considered. On Pierce Butler they would have to widen the street on the south side, this area would not require acquisition. There would be no right of way required along Pierce Butler Road, but to build stations, this may require some acquisition. To the East, they are looking at coming down Como and out Rice to get into the Capitol area, and also coming down Dale Street to University Avenue.

University Avenue was discussed, to maintain two lanes of traffic throughout the entire line, you will have to put in medians, 1/2 mile increments for stations, stations would be at the major cross streets and there would not be any other openings in medians, cars would cross at the 1/2 mile increments. They will be looking for opportunities for pedestrians to cross at every section, or at any block, to make the street wide enough for two lanes, street parking will not be possible.

Commissioner Hunt was concerned about the safety issue at the pedestrian crossings. Mr. Warner explained that they will have signal buttons to give walk indication, and this would stop the train. There will be a speed penalty that we would pay for making all this access possible.

Commissioner Hunt's next question was how would the LRT be able to stay on time if the pedestrians are able to stop the train for crossing. This would not be as reliable. delivery time, it will depend on how much you build into the schedule to allow for that. The schedule will be pretty predictable, but not as reliable.

Mr. Warner then talked about the Soo Line, one mile station space, the alignment would be in two pieces, along the Soo Line RR Tracks and Fairview Avenue. The right of way seems to be available-at least they are willing to talk about it. The I-94 area was discussed, the difficulty of getting out of a medium on I94 and back to the Capitol and Downtown area.

Commissioner Schaber would like to know if Mr. Warner can give us a timeframe for the different routes.

Mr. Warner then showed on the screen the Preliminary Travel Time Comparison between Oak/Beacon in Minneapolis and 6th and Cedar in St. Paul. The BN/Pierce Butler Route would be 21.2 minutes, with speed of 21 miles per hour. BN/Pierce Butler via Energy Park Drive would be 24.7 minutes, with speed of 19 miles per hour. University Avenue at 1/2 mile intervals with 1/2 mile pedestrian crossing would be 25.9 minutes, with 1/4 mile inter-sections and 1/4 mile pedestrian crossing would be 29.0 minutes. The Soo

Line/I-94 with median would be 17.5 minutes travel time average speed of 26 miles per hour, Frontage Road would be 22 minutes at 21 miles per hour, and the Side Slope would be 17.5 minutes at 26 miles per hour. The overall issue is travel time, the fastest alignment is I94, BN is second fastest.

Another overall issue on the Corridor alignments is the idea of bus service along University Avenue, and they have been looking at that. As they do the ridership forecast, the tradeoffs will be evaluated and studied.

The main concerns on the Capitol Area is the way LRT might fit into the Capitol area, the Capitol Board has told them they cannot see any possibility putting LRT through the Capitol Mall without totally disrupting their plans for the mall. He talked about 12th Street in front of Veteran's Service Building, John Ireland Boulevard. If they could find a way to get out of I94, coming around the Historical Building, they could come up to 10th or 11th Streets.

Commissioner Schaber has assumed that they have looked at running it down University back to the Capitol to SPRMC. Mr. Warner said they screened all the alternatives, these are very steep grades around the Capitol. The maximum grade on track is 5%, actually designers would like to stick to 4% if possible. Grades on some of the streets in this area are 6 to 8%.

Further, Commissioner Schaber asked if we could tunnel in that area. Mr. Warner said there are tunnel alternatives, but it is going to be very difficult. There are only about 5,000 population in the Capitol Area compared to Downtown area which has about 50,000 jobs, and they do not want to sacrifice service to the 50,000 for the benefit of 5,000. It is difficult to judge, and they hope to learn a lot from the ridership forecast.

Ms. DeSpiegelaere addressed the Board regarding the possible Work Sessions to be scheduled, one in June, August, October and December. She would like to know if the Board does prefer to have the Work Sessions comparable to the one we had last month, or would they prefer that we deal with the issues in smaller segments.

Commissioner Salverda feels that the Work Session is a good medium. Board was in agreement on this, and it was recommended that Ms. DeSpiegelaere prepare a tentative schedule.

Another topic that seems to be of very much interest to the City of St. Paul is land use opportunities. Last Friday there was a half-day session, they brought in people from other parts of the country to talk about this subject. She will be putting something together for the next meeting as this is a very important issue. For example, there is a concern if LRT is not on University Avenue, but there is also a concern if it is on University Avenue.

Another issue is should there or should there not be a tunnel. Chairman Finley has directed Ms. DeSpiegelaere to meet with national people to get

basic information, and another suggestion is to do a survey on cities where LRT has been constructed and what analysis they do have for tunnels.

Commissioner Hunt was struck by the information given on the complications which may arise because of possibility of pedestrian opportunity to cross University Avenue, as well as automobile crossings, if these are set at more frequent intervals. If you are going to have every section with signals, this is going to be very complicated.

Mr. Warner also informed the Board that Bus Service from downtown to downtown is now approximately 45 minute schedule.

Commissioner Schaber then discussed the transit planning districts, TPD. Ms. DeSpiegelaere said they are attempting to build up support for transit so that in the Legislative Session, they will have a greater area of support. This is part of that administrative - she is not sure how that is defined. She does not feel that we are duplicating something that has already been done.

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>CHAIRMAN FINLEY</u> Originating Department		Board Action Requested
<u>John T. Finley /s/</u> Authorized Signature	<u>6/6/90</u> Date	CHAIRMAN'S COMMENTS
Request Justification		

Budgeting and Accounting _____
 County Attorney _____
 Risk Manager _____
 Data Processing _____
 Previous Action taken on Request _____

Date / Time
 Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 12, 1990

Board Date

J. L. Glendinning
 Signature

6/6/90

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. DeSpiegelaere

Authorized Signature

6/4/90

Date

Board Action Requested

Washington and Dakota County Regional Railroad Authorities' Comprehensive LRT Plans.

DISCUSSION ONLY

Request Justification

See memorandum from K. DeSpiegelaere with attachments.

Budgeting and Accounting

Ed Blawie 6/5/90

County Attorney

Don MacIntyre

Risk Manager

Data Processing

Previous Action taken on Request

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Signature

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June 12, 1990

J. L. Blundin

6/6/90

Board Date

Signature

Date



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Washington and Dakota County Regional Railroad
Authorities' Comprehensive LRT Plans

DATE: June 4, 1990

Washington County Regional Railroad Authority has completed a draft Comprehensive LRT Plan. A copy of the Summary of the Plan is Attachment 1.

The Plan used Ramsey County's LRT plan as its basis. It recommends four corridors and alignments within those corridors for LRT. Right of way preservation is an important element of the Plan.

Dakota County Regional Railroad Authority has completed a final Comprehensive LRT Plan, which recommends three corridors for LRT, including a corridor extending from Ramsey County, termed East. A copy the Summary of the Dakota Plan is Attachment 2.

Recommendation:

For your information.

KD/blk

I. SUMMARY

The Comprehensive Light Rail Transit System Plan has been prepared by the Washington County Regional Railroad Authority (WCRRA) to evaluate potential alternatives for light rail transit (LRT) in Washington County.

In preparation of the Comprehensive LRT System Plan, the WCRRA completed:

- o Identification and Evaluation of LRT Alignment Alternatives by Travel Corridor
- o Recommendations for LRT Implementation Activities for each Travel Corridor
- o Development of Monitoring Indices for Update of the LRT system

These plan components are summarized below.

Identification and Evaluation of Alignment Alternatives

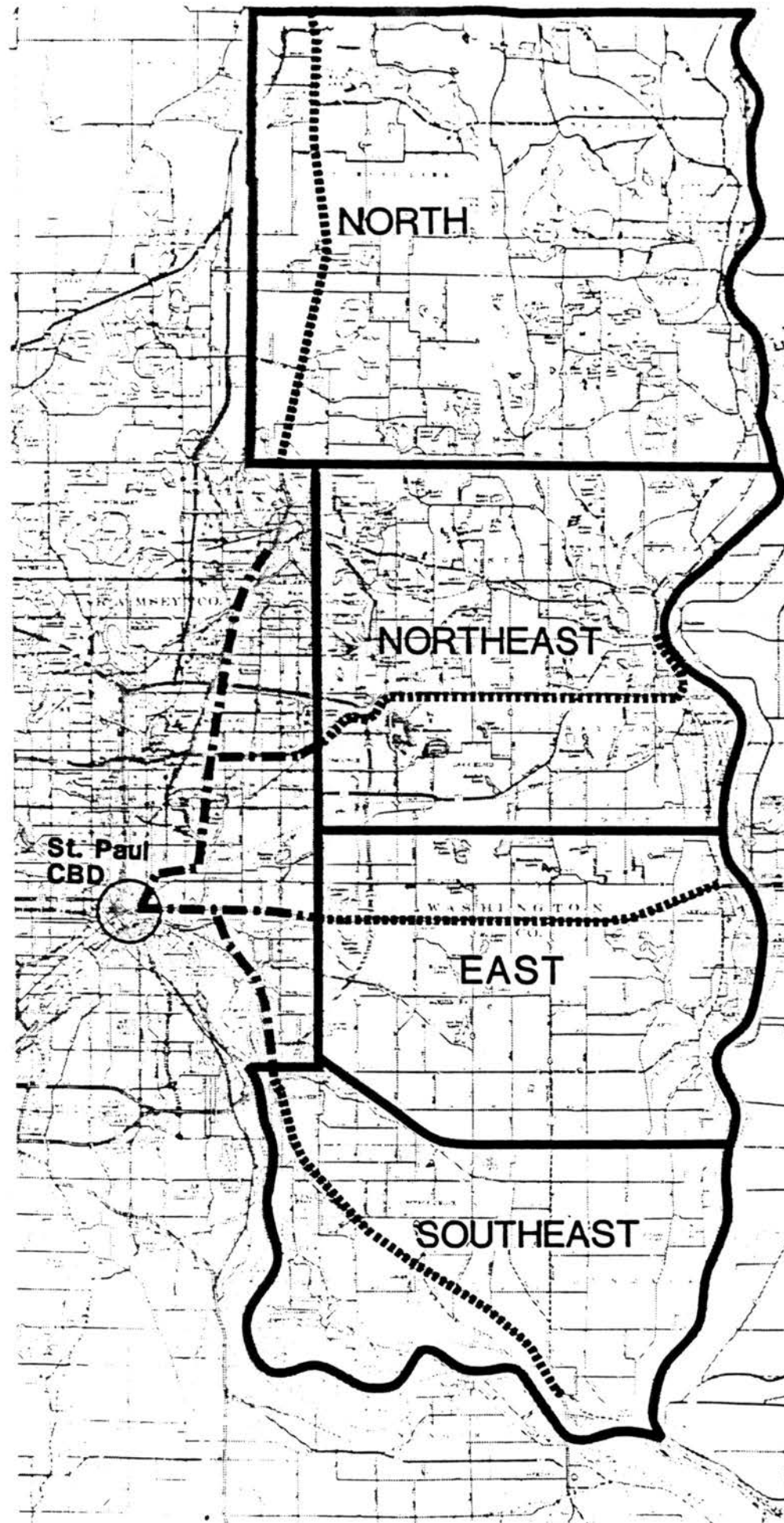
The alignment analysis consisted of a two-step process conducted in each corridor. In the first step, all potential rights-of-way were evaluated with respect to their ability to connect Washington County population centers to proposed Ramsey County LRT routes. These rights-of-way typically included railroads, roadways, and utility easements.

Those rights-of-way satisfying the initial criteria were then evaluated in greater detail considering potential ridership, construction cost, environmental impacts, and potential for connection to a regional LRT system. The detailed analysis produced recommended LRT alignments for each corridor which are shown in Figure 1 and listed below.

- o North: Burlington Northern Railroad (BN)
- o Northeast: TH 36/Munger Trail
- o East: I-94
- o Southeast: TH 61

Figure 1

Comprehensive LRT Plan



LEGEND :

- Washington County LRT Alignment
- - - RCRRA Corridors (RCRRA Comprehensive LRT Plan)

Washington County Comprehensive Light Rail Transit Plan

WCRRA
Washington County
Regional Railroad
Authority



Recommendation of Implementation Activities by Corridor

Implementation guidelines were formulated for LRT activity in each corridor within the next twenty years. A minimum segment was identified for each corridor which would provide a reasonable level of service, minimized construction cost, and offer sufficient space for park and ride. The minimum feasible segments were then compared to establish implementation priorities based upon projected ridership levels, total construction cost, and cost/rider.

Based upon the characteristics of these minimum segments, recommendations for twenty-year implementation activities were defined. These twenty-year recommendations are summarized below and illustrated in Figure 2.

- o North Corridor; consider purchase of Burlington Northern Railroad right-of-way if feasible interim use is determined. LRT ridership projections for this corridor cannot justify acquisition based solely on potential transit use
- o Northeast Corridor; coordinate potential use of at-grade crossing under I-694 with Department of Natural Resources, potential need to preserve park-and-ride site east of I-694.
- o East Corridor; implement right-of-way preservation activities along the recommended alignment to Radio Drive
- o Southeast Corridor; maintain at-grade crossing option under I-494, along Soo Line right-of-way, potential need to preserve park-and-ride opportunities

Monitoring Indices for LRT Plan Update

Transportation conditions change continuously throughout the region due to varying population growth rates and improvements to the transportation network. A dynamic LRT planning process should be responsive to these changes. The monitoring indices identified below provide benchmarks to assess the need for updating the WCRRA Comprehensive LRT System Plan.

- o Implementation Activities of Others: Ramsey County LRT implementation should be tracked in each corridor. As Ramsey LRT progress approaches the County line, Washington County should reassess its own LRT position in those corridors

Figure 2

Washington County LR 20 Year Implementation Recommendations

LEGEND :

- Washington County
20 Year Plan
- RTB 20 Year
Maximum Plan
- * Preserve At-Grade
Crossing Under
I-494/694 Outerbel

Washington County Comprehensive Light Rail Transit Plan

WCRRA
Washington County
Regional Railroad
Authority



- o Population Growth: The current LRT ridership forecasts are based upon Metropolitan Council population projections for 2010. If actual corridor growth rates exceed those of the Metropolitan Council, then the LRT status in that corridor should be reevaluated.
- o Congestion Growth: Congestion levels on the regional highway system can be quantified through analysis of changing auto travel times. Though travel time monitoring is not currently conducted in the Twin Cities, implementation of this procedure would provide an index for reviewing regional transportation needs and informing jurisdictions of improving or deteriorating roadway conditions. Until travel time data is collected, increases in traffic volumes should be monitored annually to identify areas which are growing faster than the regional average.
- o Performance of Implemented LRT Lines: LRT ridership rates for services implemented in the region should be compared with ridership forecasts. Based upon actual results, the County should adjust its own forecasts and reassess the need for LRT implementation, as appropriate.

EXECUTIVE SUMMARY

- The 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, downtown St. Paul, the airport and other major employment centers 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 corridors are estimated to cost a total of \$630 million to construct. Capital costs of those portions located in Dakota County are estimated to cost \$207 million or 33 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 Figure 1. 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) Corridor 19,000, and on the East (Robert/Lafayette) Corridor 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 Corridor, 3,000 on the Central Corridor, and 17,000 on the East Corridor.

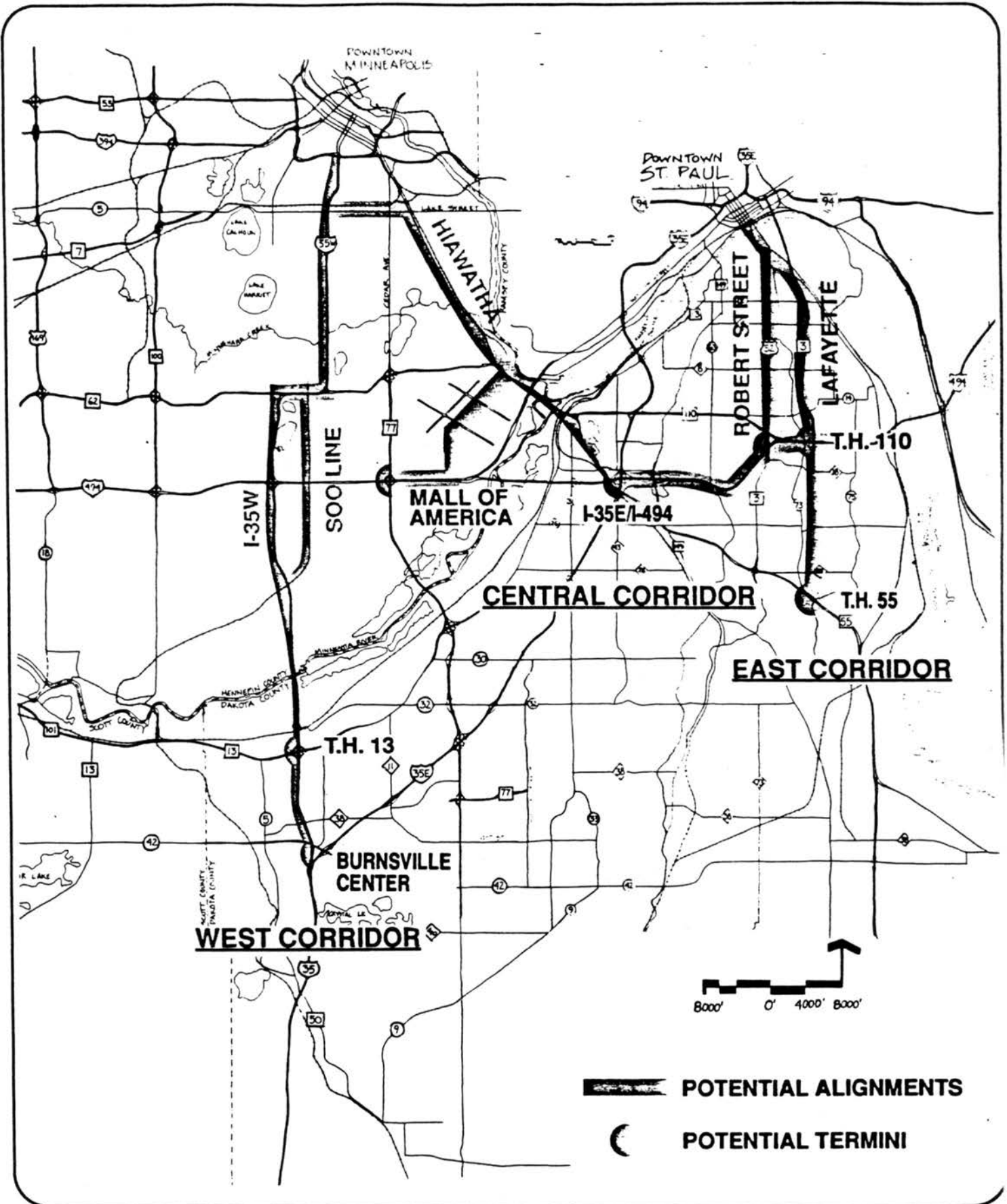
HOW MUCH WILL THE LRT SYSTEM COST TO BUILD?

The total estimated construction cost for the recommended corridors extending into Dakota County is estimated at \$630 million. The total cost within Dakota County is estimated at \$255 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 automobiles, thus relieving peak hour traffic congestion. The need for certain highway improvements may be reduced or delayed.



DAKOTA COUNTY COMPREHENSIVE LRT PLAN
RECOMMENDED LRT CORRIDORS

FIGURE 1

- 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) has developed a regional LRT plan to coordinate the efforts of individual counties. The regional plan recommends phasing and financing of LRT in the metropolitan area. All of the recommended corridors for Dakota County are included in the RTB's 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 Regional Railroad Authority (HCRRA) to ensure that the design would allow for the future 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 future LRT construction into the proposed rehabilitation of the Mendota Bridge.

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 strategies. 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 by cities with cooperation by the county 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.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Regional Railroad Authority</u> Originating Department <i>K. DeSpiegelaere</i> Authorized Signature <i>6/4/90</i> Date	Board Action Requested Coordination Plan for LRT. <u>DISCUSSION ONLY</u>
---	--

Request Justification
 See memorandum from K. DeSpiegelaere with attachment.

Budgeting and Accounting <i>Ed Blawie</i> <i>6/5/90</i> County Attorney <i>[Signature]</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
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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> June 12, 1990	<u>Signature</u>	<u>Date</u> 6/6/90
<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

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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: Coordination Plan

DATE: June 4, 1990

The Joint LRT Advisory Committee is developing a Coordination Plan for light rail transit.

At its meeting May 23, the Committee:

1. Established twice monthly meeting dates.
2. Received information from its subconsultant, O'Brien-Kreitzberg Associates (copy attached) on methods of implementing light rail transit.

At its meeting on June 6, the Joint LRT Advisory Committee will receive information on the capital costs of LRT projects and the steps and amount of time necessary to implement LRT. They will be told that from the time an Environmental Impact Statement is initiated, it requires seven to 12 years before a light rail transit system is operational.

On Friday, June 15, you have been invited to a Peer Review on LRT Implementation and Organization Alternatives to be held at the Earle Brown Center from 8:00 AM to 1:30 PM. The lunch speaker, not indicated on your invitation, is Representative Ruth Fisher from the State of Washington, Chair of the House Transportation Committee. Representative Fisher will speak about funding. She was instrumental in obtaining multimodal transportation funding for Washington.

Recommendation:

For your information.

KD/blk
Attachment

Regional Transit Board
LRT COORDINATION PLAN

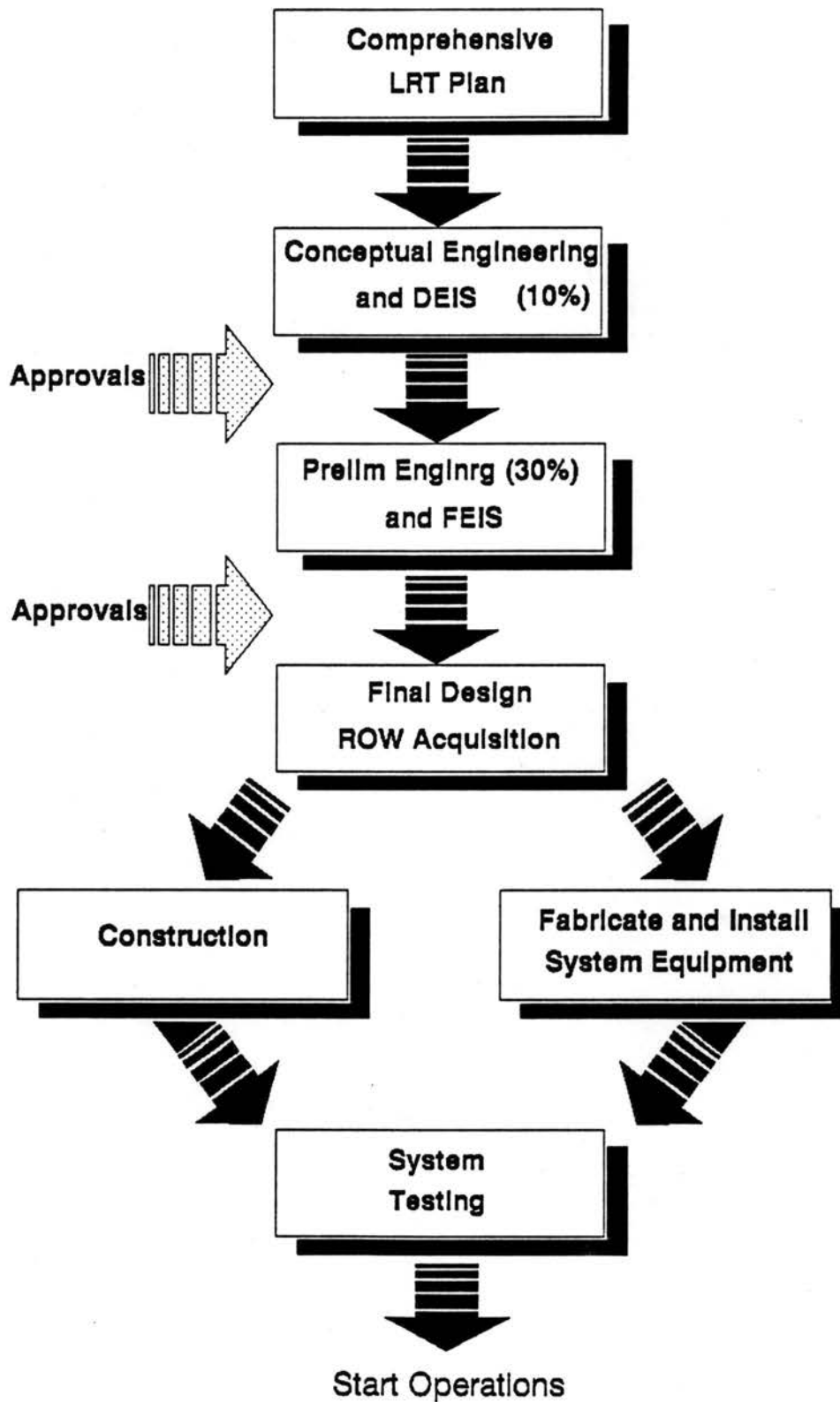
Task 1
IMPLEMENTATION STRATEGIES

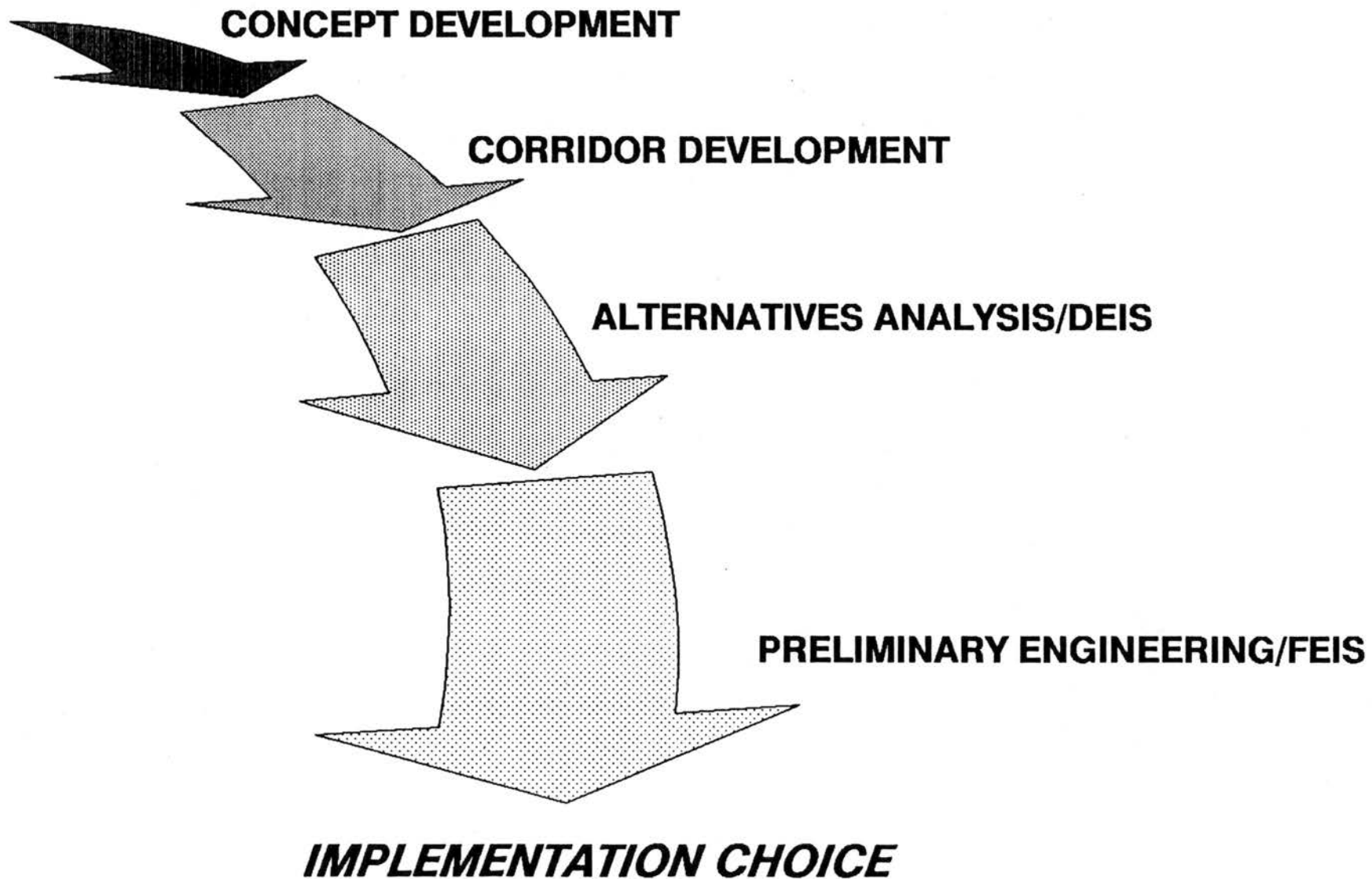
O'Brien-Kreitzberg & Associates

WHAT MAKES A PROJECT A SUCCESS?

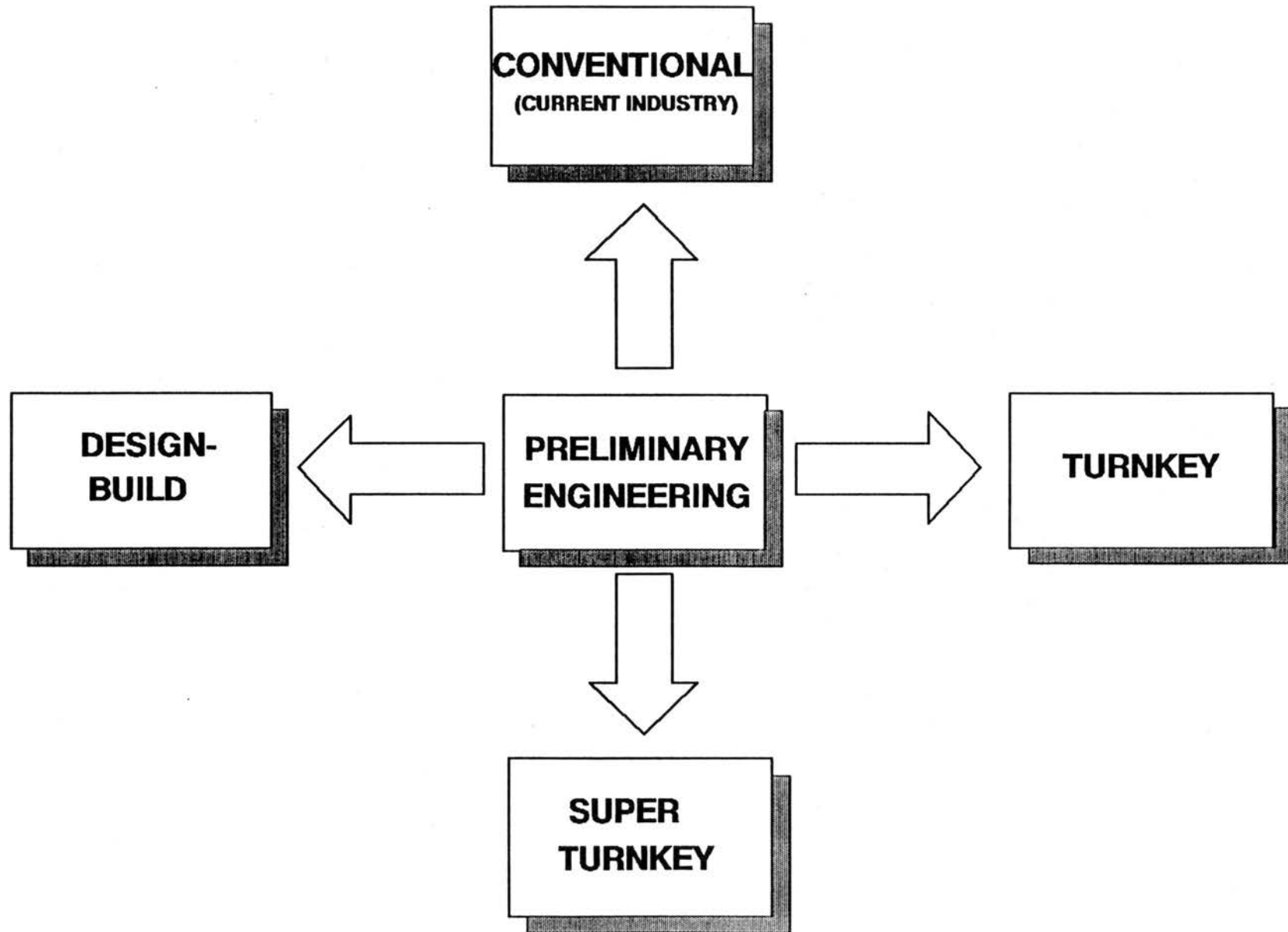
- ☐ **Clear Project Scope**
- ☐ **Innovative, but clearly stated Contract Language**
- ☐ **Good Contract Packaging**
- ☐ **Experienced Project Management**
- ☐ **Cost and Change Controls**

TYPICAL PROGRAM SEQUENCE

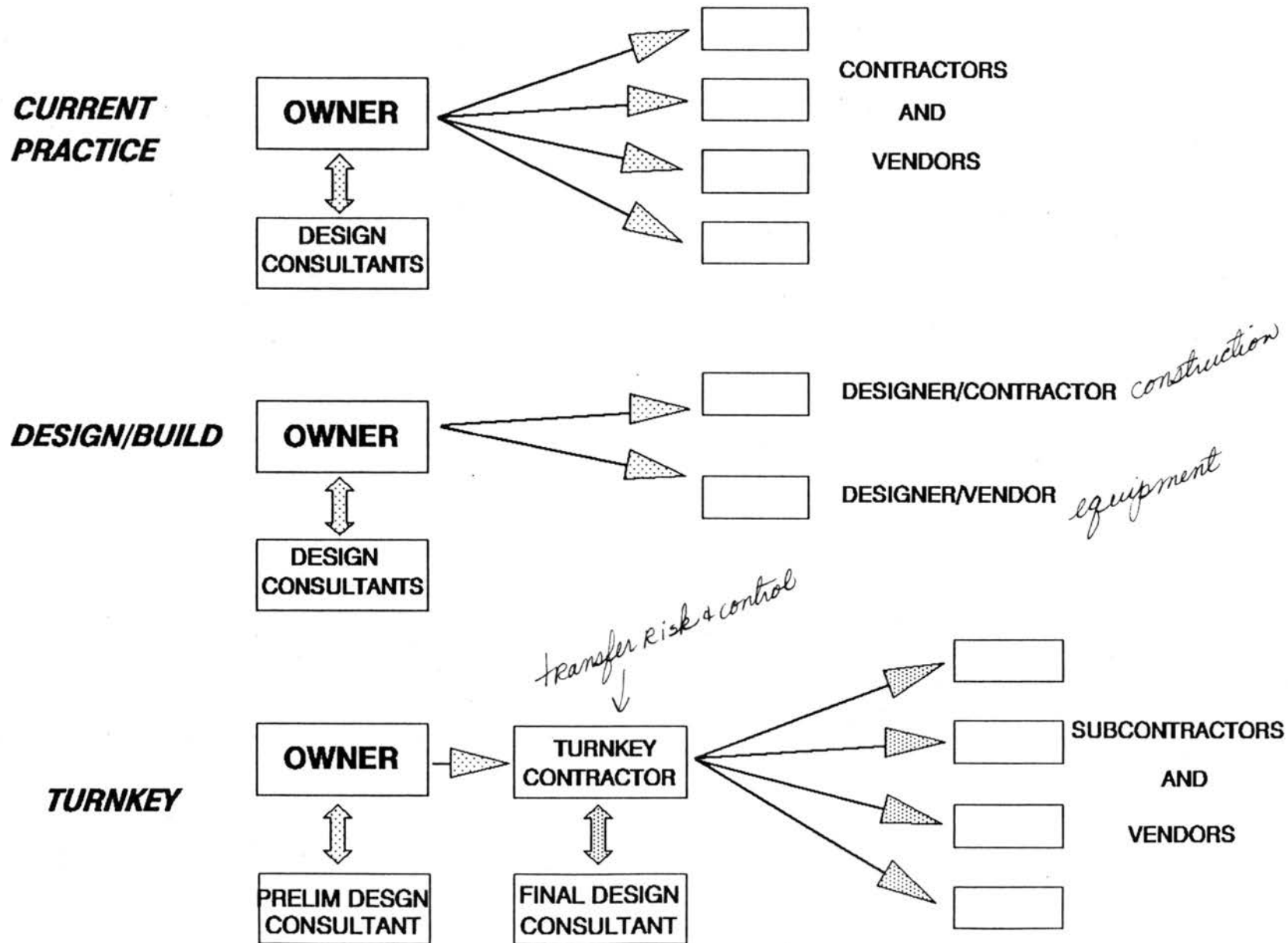




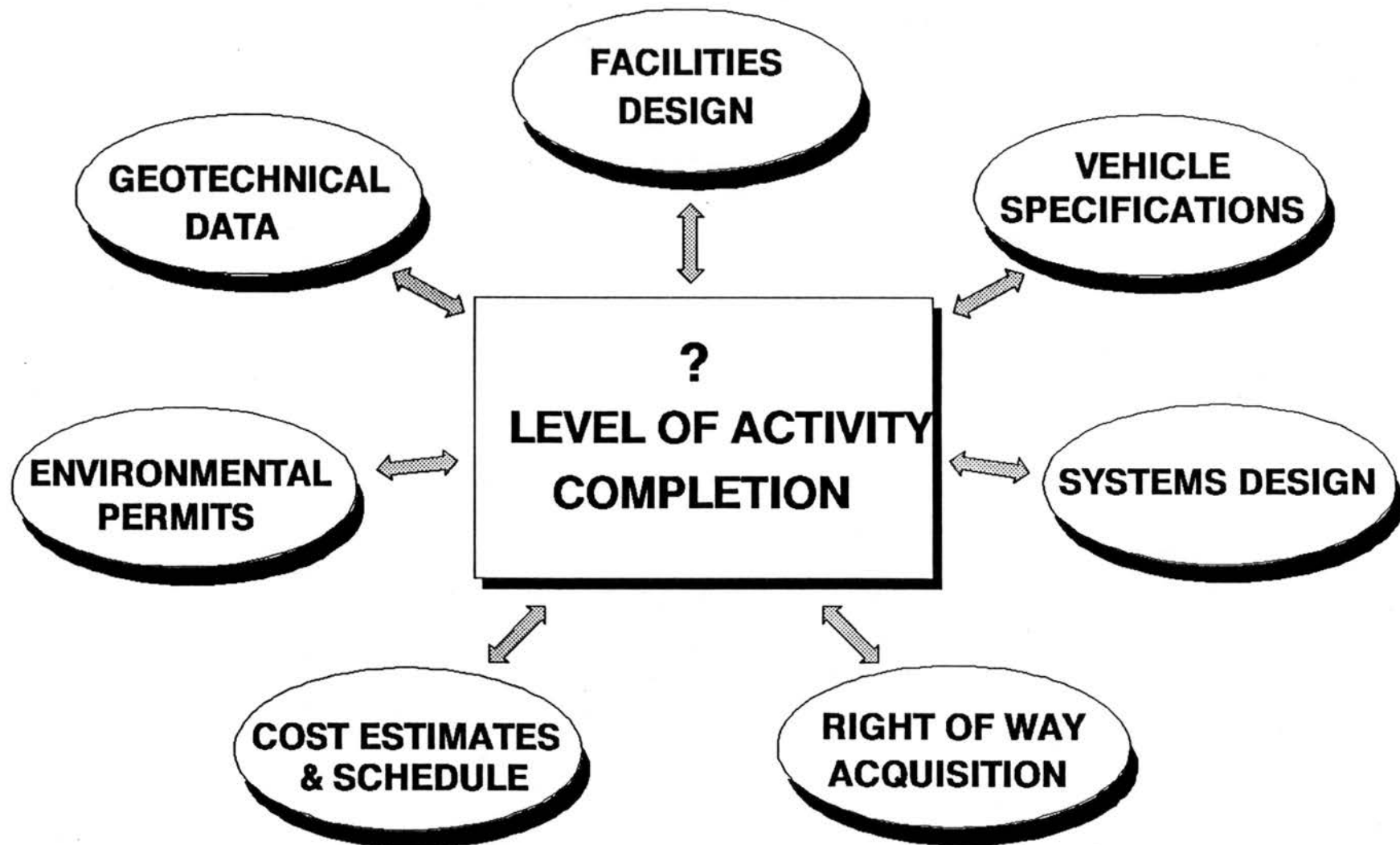
IMPLEMENTATION ALTERNATIVES



TYPICAL CONTRACTING RELATIONSHIPS



KEY TO IMPLEMENTATION METHOD SELECTION



RECENT LRT, ALRT & AGT PROJECTS IMPLEMENTATION METHODS

SYSTEM	FACILITIES ELEMENTS	SYSTEMS ELEMENTS
SAN JOSE	Conventional	Design/Build
SAN DIEGO	Conventional	● Design/Build
PORTLAND	Conventional	Design/Build
SACRAMENTO	Conventional	Design/Build
LA-LONG BEACH	Conventional	Design/Build
BUFFALO	Conventional	Design/Build
VANCOUVER	Conventional	Design/Build
PITTSBURGH	Conventional	● Conventional
CALGARY	Conventional	● Design/Build
EDMONTON	Conventional	● Design/Build
DETROIT DPM	Design/Build	▲ Design/Build
MIAMI METROMOVER	Conventional	▲ Turnkey
JACKSONVILLE AGT	Conventional	▲ Turnkey
O'HARE AGT	Turnkey	▲ Turnkey

● Off-the-shelf Vehicle

▲ Proprietary Technology

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> <u>6/4/90</u> <u>Authorized Signature</u> <u>Date</u>	<u>Board Action Requested</u> LRT/Land Use Panel. <u>DISCUSSION ONLY</u>
---	--

Request Justification

See attached memorandum from K. DeSpiegelaere.

<u>Budgeting and Accounting</u> <u>Ed Glantz</u> <u>6/5/90</u> <u>County Attorney</u> <u>[Signature]</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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June 12, 1990	<u>F. L. Henderson</u>	6/6/90
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



John T. Finley, Chairman

District 3

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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*

SUBJECT: LRT/Land Use Panel

DATE: May 29, 1990

SPEAKERS

The Regional Transit Board and Metropolitan Council sponsored a discussion of LRT and land use on May 18. Speakers were:

Dan Bolger, Long Range Transportation Planning Coordinator, Calgary

G. B. Arrington, Strategic and Long-Range Planning Director, Portland

Fred Glick, Consulting Landscape Architect, Portland

Howard Sweezie, Consultant on Integration of Transit and Urban Development, Toronto

GENERAL INFORMATION

1. Each area is different and while the Twin Cities can learn from other areas, circumstances here may be unique. For example, there are more units of government in the Twin Cities metropolitan area than in most other areas. Development controls available to Canadian cities are greater than those here.
2. Development changes need not occur with LRT if the desire is to maintain the status quo.
3. Major development impacts associated with LRT will occur over a long period of time, not immediately.
4. Plans for land use at station areas are developed at the final design, rather than preliminary engineering stage.

5. Both development opportunities and mitigation of impacts are land use considerations with LRT.
6. Money may be used to build consensus. Calgary distributed \$5 million to property owners along its Northwest Corridor to mitigate LRT impacts. The \$5 million was used primarily for landscaping. Portland gave a railroad \$10 million to "go away."

INFORMATION RELATED TO THEIR EXPERIENCES

Calgary

1. Calgary's objective for LRT was to get unnecessary auto traffic out of downtown.
2. When new subdivisions are constructed, Calgary tries to ensure that they are within 1/4 mile of transit.
3. Calgary wants residences rather than commercial businesses around station areas because the objective of LRT in Calgary is to carry workers downtown.
4. Parking by LRT patrons in neighborhoods around LRT stations has resulted in parking restrictions.
5. Owners near LRT think it is beneficial because their property values have increased. Renters, for the same reasons, think it is negative, because their rents have increased.
6. Calgary's Northwest Corridor was to have been the first LRT line constructed there but the alignment was controversial. It was proposed first to build LRT on a commercial street similar to University Avenue and remove residences on one side of the adjacent residential street for several blocks to accommodate LRT on the commercial street. Because of the controversy of the proposal and the inability to move ahead with plans for the Northwest LRT line, Calgary at one point froze development in that area, allowing no development until the LRT line location was resolved. Another line, the South, was constructed before the Northwest. LRT has now been constructed with two tracks down the middle of a residential street, similar to Sherburne Avenue, one block away from the commercial street.

Portland

1. LRT was controversial before it was built and was a major political issue. Now that one line is done, there is a 96% approval rating of LRT and the biggest complaint of Portland residents is that they want more, sooner.
2. In Portland, the land use vision dictated the transit solution, not the reverse.
3. There is a greater development impact on the inner portions of the line, especially near downtown, than on the outer portions.

4. A survey of 54 Portland businesses was conducted. Sixty-six percent said they were helped by being near the LRT location. The advantage was the increased visibility LRT afforded, rather than the transit customer getting off at that specific location.
5. Fewer parking spaces are needed for businesses near LRT.
6. LRT may have a greater impact on development if it is on the surface, rather than underground.
7. In Portland, the city, not the transit agency, prepared station area land use plans.
8. Land values along LRT lines are stable in residential areas, but have escalated in commercial areas.
9. Marginal businesses along LRT lines will be adversely affected during construction, even if access is maintained. Portland ceased construction for two months during two Christmas seasons to allow better access to downtown stores.
10. Inner city residents do not have frequent LRT station spacing. They benefit from better bus service and a stronger downtown.

Toronto

1. Expect a minimum of 10 years from start to finish of a rail line.
2. It takes four to five years from the time vehicles are ordered until they are delivered.
3. Toronto has subways, and development at station areas is concentrated and quite visible from aerial perspectives.

RECOMMENDATION

For your information.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 6/4/90
Authorized Signature Date

Board Action Requested

Midway Corridor Update.

Discussion and possible action.

Request Justification

See memorandum from K. DeSpiegelaere with attachment.

Budgeting and Accounting

Ed Glanitz 6/5/90

County Attorney

David MacIntyre

Risk Manager

Data Processing

Previous Action taken on Request

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Committee / Meeting Date

June 12, 1990

Board Date

Signature

J. L. Glendinning
Signature

Date

6/6/90

Date



John T. Finley, Chairman

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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*

SUBJECT: Midway Corridor Update

DATE: June 4, 1990

WORK SESSIONS

At the previous Regional Railroad Authority meeting, you indicated a preference for receiving material on the Midway Corridor Environmental Impact Statement at work sessions to be held on Tuesdays after County Board meetings. A list of potential work session dates is June 19, August 21, October 9, December 11.

CAPITOL AREA

Several work sessions have been held with Capitol Area Architectural and Planning Board (CAAPB) staff, consultants, advisors, and Board members. At a meeting on June 1, Board members asked Ramsey County Regional Railroad Authority to:

1. Consider a tunnel alignment under the Capitol Mall with a station directly in front of the Capitol.
2. Reconsider an alignment behind the Capitol on University Avenue that had been recommended by Capitol Area staff, consultant and Ramsey County Regional Railroad Authority staff and consultants for elimination from further consideration because of steep grades.
3. Continue analysis of a surface option to serve the Capitol area on 12th Street.

A map of the Capitol area and a chart illustrating the process for considering Capitol Area alternatives is attached. This matter will be discussed at the June 12 Regional Railroad Authority meeting. A representative of the CAAPB may be present.

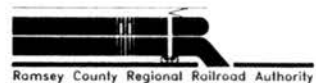
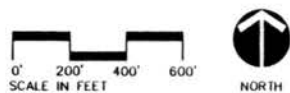
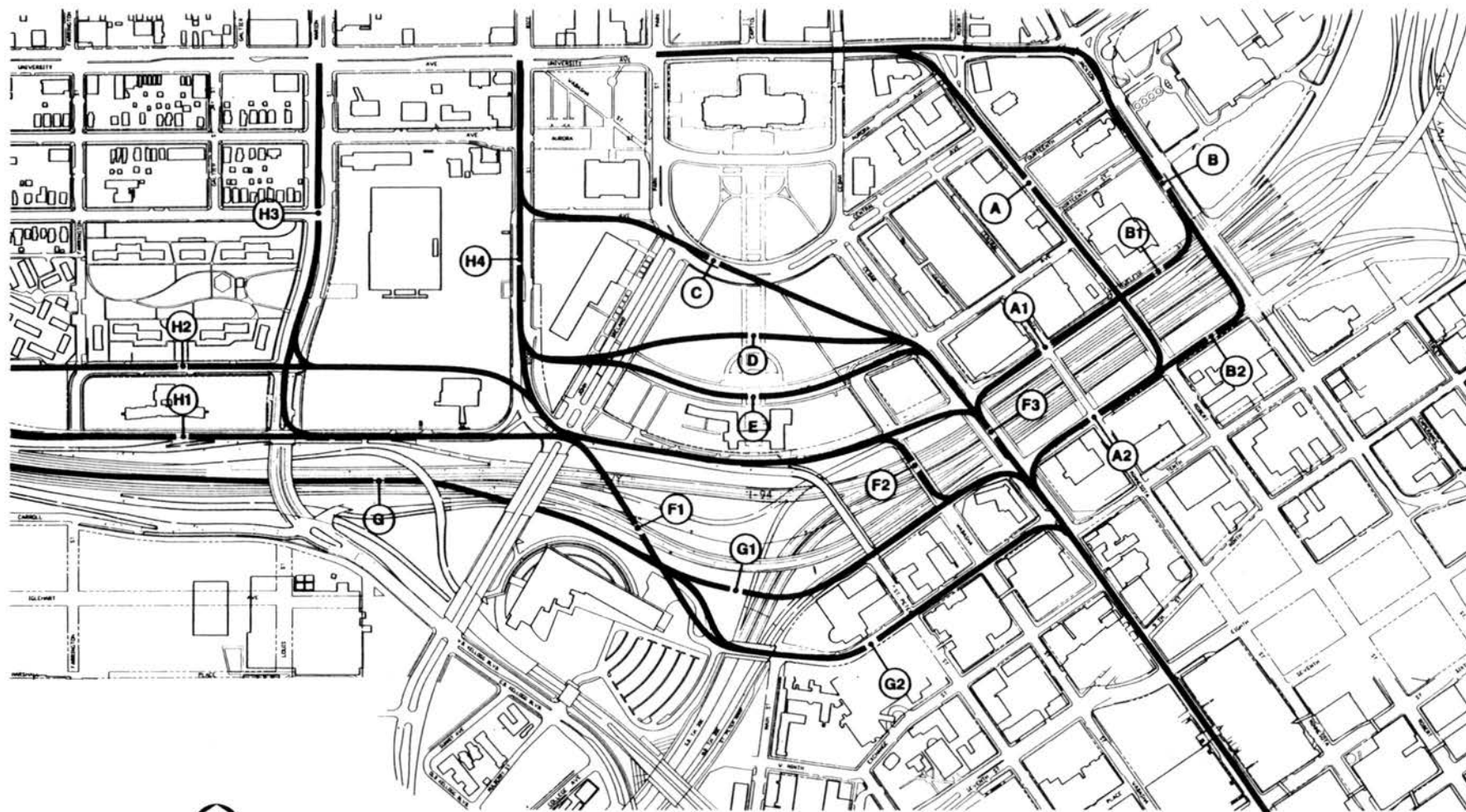
DOWNTOWN ST. PAUL

Progress has been made on alignments in downtown St. Paul and the Downtown Task Force has made recommendations that will be considered on June 12 by the Intergovernmental Committee and will be reviewed with you at the next Regional Railroad Authority meeting. A meeting with St. Paul City Councilmembers about Ramsey County Regional Railroad Authority's position on a tunnel for downtown St. Paul is to occur on June 8.

Recommendation:

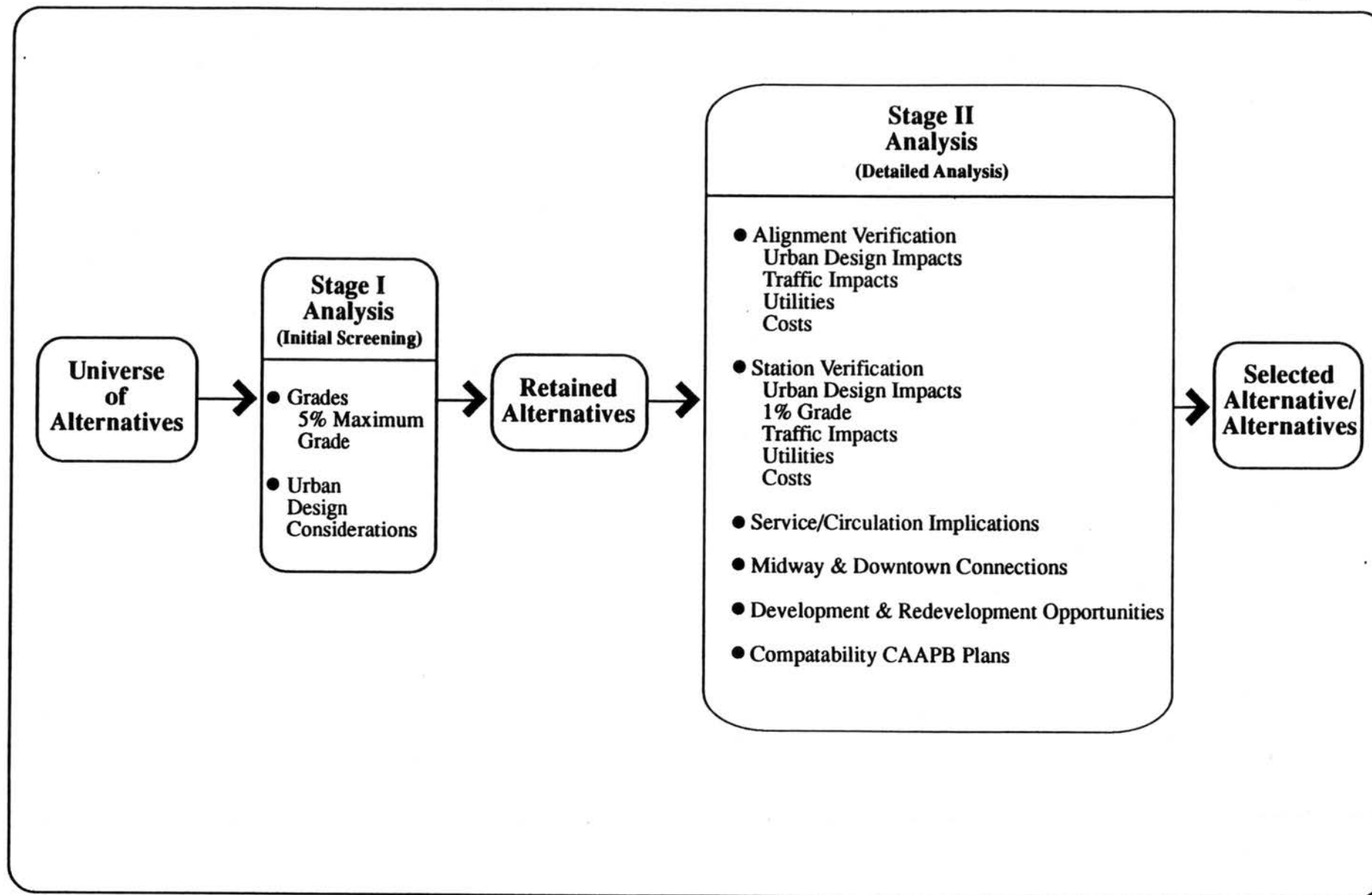
For discussion.

KD/blk
Attachment



CAPITOL AREA LRT ALIGNMENT STUDY
UNIVERSE OF ALTERNATIVES - A THRU H

Figure 2





Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority is preparing an Environmental Impact Statement and conducting the first phase of Preliminary Engineering for light rail transit for the Midway Corridor; and

WHEREAS, A comparison of tunnel and surface alternatives for the downtown St. Paul area and the Capitol area has been authorized; Now, Therefore, Be It

RESOLVED, That the Downtown LRT Task Force will consider information developed on the tunnel comparison; and Be It Further

RESOLVED, That the Downtown LRT Task Force will be augmented with these new members: Commissioner John T. Finley, Commissioner Ruby Hunt, Council President Bill Wilson, and Councilmember Tom Dimond.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority is preparing an Environmental Impact Statement and conducting the first phase of preliminary engineering for light rail transit for the Midway Corridor; and

WHEREAS, Requests were made during the Scoping Phase of this project by the City of St. Paul and the Capitol Area Architectural and Planning Board that Ramsey County Regional Railroad Authority consider a tunnel for light rail transit in downtown St. Paul and in the Capitol area; and

WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on April 24, 1990, which indicated that Ramsey County Regional Railroad Authority will continue with exploration of surface alignments in Downtown St. Paul and the Capitol area and will not consider tunnel options at this time but that tunnel alternatives may be considered if surface alignment alternatives are not feasible; and

WHEREAS, Additional information has been developed on street alignment alternatives in the Capitol area and in the downtown St. Paul area in recent weeks; and

WHEREAS, Additional requests from the City of St. Paul and Capitol Area Architectural and Planning Board have been received for a study of tunnel alternatives to provide information to compare surface and underground alternatives on the basis of cost and other elements related to them; and

WHEREAS, BRW has estimated that a study of the design factors related to these requests could be accomplished within the time period previously established for the Environmental Impact Statement for the Midway Corridor of having a report available in late September, 1990, for the purpose of aiding decision making; Now, Therefore, Be It

RESOLVED, That:

1. BRW and its previously approved subcontractors are authorized to conduct a study comparing tunnel and surface light rail transit alternatives in the Capitol and downtown St. Paul area as an amendment to the contract for the Midway Corridor Environmental Impact Statement and Phase I preliminary

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

engineering, Agreement No. RCRRA-89-003. The total cost of the tunnel study is not to exceed \$200,000 without additional authorization from Ramsey County Regional Railroad Authority. The work is to be completed within the time schedule previously specified for the Environmental Impact Statement, a draft of which is to be completed in September, 1990.

2. Ramsey County Regional Railroad Authority authorizes its Chairman to request matching funds in the amount of \$100,000 for the tunnel study from the Minnesota Department of Transportation and accept this grant if awarded.
3. Ramsey County Regional Railroad Authority authorizes the Director of Light Rail Transit Planning to sign a budget adjustment to transfer \$100,000 from the contingent account of Ramsey County Regional Railroad Authority and increase the budget by \$100,000 when the grant award is received.
4. BRW and its subcontractors are authorized to begin the tunnel study immediately but may not exceed work in the amount of \$100,000 unless Ramsey County Regional Railroad Authority has received a grant award for \$100,000 from the Minnesota Department of Transportation. The Director of Light Rail Transit Planning will notify Ramsey County Regional Railroad Authority when the grant award has been received.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority

Originating Department

F. Laspiégel
Authorized Signature

5/24/90
Date

Board Action Requested

Ratify Partial Payment No. 7 to BRW, Inc.
in the amount of \$74,637.71

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 \$74,637.71 for the period ending March 31, 1990, has been issued in accordance with contract provisions and Rail Authority Resolution No. R-89-70. 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. 7
- 3) BRW, Inc. Invoice No. 57792 and attachments

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 12, 1990

F. L. Henderson
Signature

6/6/90

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 March 31, 1990; 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 R89-70) the Direction of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 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. 57792, Partial Payment No. 7, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 31, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$74,637.71 for Ramsey County Regional Railroad Authority's share of services rendered through March 31, 1990 is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date May 18, 1990

(2) Appropriation Item Consulting Services

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

WARRANT NO.				
(3) Code				
RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$74,637.71
15-17	18-20	21-25	26-31	32-41

\$74,637.71

Total

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

Last Name or Firm Name 23-52
 Thresher Square

3 700 Third Street 53-76

8 Address 9-32
 Minneapolis, MN

City State 33-54

55415

Zip Code 55-59

Soc Sec No
 OR
 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 7; Inv. No. 57792; Phase I PE/EIS Studies
 9-60 for Midway Corridor
5 Agreement PA800; Acct. 59103-020102; 3/31/90
 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. Hespeler

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. 7

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: 18 MAY 90

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

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

ACCOUNT NUMBER 59103-020102

PERCENT COMPLETED

21.8%

TOTAL VALUE OF WORK CERTIFIED - 31 MAR 90

\$304,603.01

LESS 5% RETAINAGE

\$15,230.15

AMOUNT DUE

\$289,372.86

LESS PREVIOUSLY APPROVED PAYMENTS:

\$204,797.11

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$84,575.75

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.

5/24/90 [Signature]
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

5/22/90 [Signature]
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	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$50,216.59	\$6,662.10	\$56,878.69
PARTIAL PAYMENT NO. 6	\$55,234.37	\$7,274.62	\$62,508.99
PARTIAL PAYMENT NO. 7	\$74,637.71	\$9,938.04	\$84,575.75
PARTIAL PAYMENT NO. 8	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT TOTAL:	\$255,681.06	\$33,691.80	\$289,372.86

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$1,398,039.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$289,372.86

AMOUNT REMAINING ON AGREEMENT \$1,108,666.14



MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST. PETERSBURG

INVOICE
57792Mr. 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 55487-0237

DATE: March 31, 1990

JOB NO: 41-8923 through
41-8939, 62-8944,
62-8954, 26-8956,
62-9004 through
~~62-9010, 26-9001~~
through 26-9003INVOICE PERIOD: March 1 - March 31, 1990
INVOICE DATE: March 31, 1990
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. RCRRA 89-003.

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 78,566.01	\$ 190,571.95	\$ 269,137.96
o Less 5% Retainage	3,928.30	9,528.58 60	13,456.88 90
o Due This Billing	\$ 74,637.71	\$ 181,043.37 35	\$ 255,681.08 06
Hennepin County RRA	\$ 10,461.09	\$ 25,003.96	\$ 35,465.05
o Less 5% Retainage	523.06 03	1,250.23 20	1,773.29 25
o Due This Billing	\$ 9,938.03 04	\$ 23,753.73 76	\$ 33,691.78 80

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
 INVOICE PERIOD : MARCH 1, 1990 - MARCH 31, 1990
 FILENAME: 89003_1

WORK TASK	JOB NUMBER	LABOR \$	DIRECT EXPENSES \$	TOTAL	RCRA ALLOCATION % AMOUNT	HCRA ALLOCATION % AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$3,451.25	\$42.76	\$3,494.01	89% \$3,109.67	11% \$384.34
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88% \$0.00	12% \$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$8,028.25	\$293.02	\$8,321.27	90% \$7,489.14	10% \$832.13
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937; 62-8944,62-9009; 26-8956,26-9002;	\$48,684.00	\$694.65	\$49,378.65	88% \$43,453.21	12% \$5,925.44
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938; 62-9004,62-9010; 26-9001,26-9003;	\$6,313.75	\$577.90	\$6,891.65	88% \$6,064.65	12% \$827.00
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939; 62-9005,62-9014;	\$1,040.00	\$0.00	\$1,040.00	90% \$936.00	10% \$104.00
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;	\$18,654.25	\$1,247.27	\$19,901.52	88% \$17,513.34	12% \$2,388.18
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		\$86,171.50	\$2,855.60	\$89,027.10	\$78,566.01	\$10,461.09



BRW, INC.

THRESHER SQUARE

700 THIRD STREET SOUTH

MINNEAPOLIS, MINNESOTA 55415

PHONE: 612/370-0700 FAX: 612/370-1378

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

MEMORANDUM

DATE: June 12, 1990
TO: Kathy DeSpiegelaere
FROM: Richard Wolsfeld
RE: Scope of Work for Study of Tunnels in the Capitol Area and Downtown St. Paul

At your request, outlined below are the following:

- o Work Tasks for the Study of Tunnels in the Capitol Area with Surface Alignment in Downtown
- o Work Tasks for the Study of Tunnels in the Downtown Area
- o Participation/Communication Process
- o Cost Estimate
- o Time Schedule
- o Subcontractors

The general level of effort that will be completed can be described as a preliminary analysis of tunneling potentials. It is not preliminary design or the completion of approximately ten percent of the total engineering effort. Therefore, the work will not include the following:

- o Station Layouts
- o Tunnel Sections
- o Structural Design
- o Geological Analysis
- o Utility Relocation
- o Mechanical and Electrical Design
- o Fire/Life Safety Requirements
- o Systems Development
- o Trackwork Design
- o Construction Methodology

The work that will be completed is defined below.

WORK TASKS FOR STUDY OF TUNNELS IN CAPITOL AREA WITH SURFACE ALIGNMENTS IN DOWNTOWN

The study will develop three tunnel alignments through the Capitol Area, each one connecting a downtown Cedar Street surface alignment with the three Midway alignments. The alternatives can be generally described as a twelfth street alignment, a south mall alignment, and a north mall alignment.

The intent of the study is to provide information regarding portal and station locations, alignment geometry, visual impacts and to provide a "rough" cost estimate. The effort will describe the overall dimensions of the portals, tunnels, and stations. The approximate elevation of the top of rail and station platforms will be given for each alternative. Major surface penetrations such as blast relief shafts, entrances and elevator headhouses will be located on the station location plans. Two perspective sketches of critical views (location to be determined) would illustrate the visual impacts of a portal or station surface penetrations. A review will be made of easily available geological, utility, and building information; to identify as many obvious obstacles as possible.

The products will include the following:

1. Capitol Area Tunnel Study Memo with Graphics
2. Plans and Profiles at 1" = 100' for each Alignment
3. Station Location Plans at 1" = 40' for each Station
4. Portal Location Plans at 1" = 40' for each Portal
5. Two Perspective Sketches
6. Overheads and Boards of Graphic Information

A comparative evaluation of the tunnel and at-grade alignments will also be made.

WORK TASKS FOR THE STUDY OF TUNNELS IN DOWNTOWN ST. PAUL

The purpose of the study is to develop a preferred tunnel to serve downtown St. Paul and to compare the characteristics of the tunnel with the preferred surface alignment in downtown St. Paul.

The specific tasks will include:

1. Define and evaluate alternative tunnel alignments in downtown St. Paul. Factors that will be considered include:
 - portal locations
 - connections to the five LRT corridors
 - geology (data source: secondary information)
 - service
 - station location potential

- utility impacts
- building foundations
- interface with the Capitol area

This product of this task will be a preferred tunnel location.

2. Define the criteria to be used in conducting the evaluation of surface and tunnel alignments in downtown St. Paul; criteria are expected to include:
 - capital cost
 - travel time
 - operating and maintenance costs
 - patronage
 - traffic impacts
 - curbside impacts
 - sidewalk/pedestrian impacts
 - schedule reliability
 - interface with other transportation modes
 - long-term viability
 - elderly and handicapped accessibility
 - user comfort/acceptance
 - public safety
 - construction impacts
 - land use impacts
 - visual impacts
3. Develop the characteristics for the preferred at-grade alignment and the preferred tunnel alignment in order to conduct the comparative evaluation.
4. Complete a comparative evaluation.
5. Meet with an Advisory Committee to present data and obtain review/comment; it is expected between seven and ten meetings may be held.
6. Prepare a Technical Memorandum that summarizes the work completed. The report will provide the background information required for preparation of a DEIS; the work scope does not include the transformation into the DEIS.

The first task to be completed will be a refinement of the above work program.

PARTICIPATION/COMMUNICATION PROCESS

The information developed in the completion of the work program will be reviewed and commented on by an Advisory Committee. The specifics of the committee will be defined later.

COST ESTIMATE

The estimated cost to complete the work is outlined below:

MAJOR TASK	ESTIMATED COST
Tunnels/Capitol Area	\$ 45,000.00
Tunnels Downtown Area:	
1. Define Downtown Tunnel	60,000.00
2. Define Evaluation Criteria	2,500.00
3. Develop Characteristics	40,000.00
4. Comparative Evaluation	20,000.00
5. Meetings/Forum	12,500.00
6. Technical Memorandum	<u>20,000.00</u>
	\$200,000.00

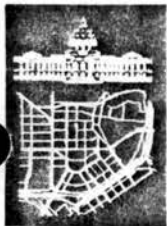
TIME SCHEDULE

A typical study of this scope and level of participation would take six to twelve months. However, since the DEIS is scheduled for release on September 24, 1990, every attempt will be made to have the work completed by then.

SUBCONTRACTORS

BRW would propose to use Parsons, Brinckerhoff as a subcontractor to assist in the definition of the preferred tunnel alignment.

RW/1p



CAPITOL AREA ARCHITECTURAL AND PLANNING BOARD

ROOM B-46
STATE CAPITOL
SAINT PAUL, MINNESOTA 55155
PHONE: 612 • 296 • 7138

June 8, 1990

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

RE: REQUEST FOR RCRRA RECONSIDERATION
Study of Below-Grade Alignments
in the Capitol Area

Dear Commissioner Finley:

The Chair of the Capitol Area Board, Lt. Governor Marlene Johnson, has asked that I respond to the Ramsey County Railroad Authority's decision to not now study a below-grade alignment for Light Rail Transit (LRT) within the Capitol Area of St. Paul, and to request your reconsideration of that decision.

On June 1st Lt. Governor Johnson and a committee of our Board were briefed by Kathryn DeSpiegelaere and your LRT consultants. At that briefing your consultants reviewed the current at-grade alignments being actively studied for the Capitol Area, as well as the criteria and process for additional analysis. (A chart of that process is enclosed.)

At that June 1st meeting those Board members present agreed with the process but expressed serious concern that the remaining at-grade alignments now being studied did not adequately serve the Capitol Complex. At the same time the Board expressed the opinion that it was a serious and significant mistake not to concurrently study possible LRT below-grade alignments within the Capitol Area, and asked Kathryn DeSpiegelaere to convey to the Regional Rail Authority our request that this decision be reconsidered.

Our Board feels that failure to study these alignments at this time significantly and unnecessarily risks the credibility of the entire study. In addition, we believe that failure to now study a below-grade alignment will not allow the Capitol Area Board to make a timely determination as to the adequacy of any at-grade alignment proposed for the Capitol Area. In effect, we believe the Board should not approve any final proposed alignment until we can compare all potential alignments, at- and below-grade. Failure to concurrently study below-grade alignments thus poses the potential for significant delay at the end of your study's current phase.

John T. Finley, RCRRA
June 8, 1990
Page Two

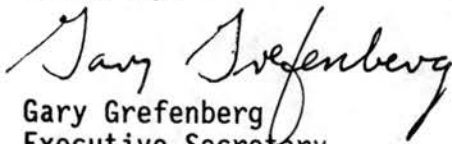
The Capitol Area Board appreciates the fact that significant progress has been made in the joint study efforts of your staff and consultants working with CAAPB staff and Architectural Advisors. We have agreed upon a study process and criteria. Some alignments have been eliminated from further detailed analysis, thus potentially freeing some time and funding for studying a below-grade alignment.

Please understand that the Board's position on this matter is based not only on aesthetic concerns, but on the realization that your proposed remaining alignments do not appear to adequately serve the Capitol Area. The Capitol complex's well-over 6,000 employees, future development potential of the Capitol Area, and the city and state's mutual objective to reconnect St. Paul's Downtown and its Capitol Area all point to the need to give serious consideration to a below-grade alignment.

We recognize that cost is and should be a significant factor; however, the adequacy of service and the number of potential riders are also important considerations. Without a direct LRT connection into the Capitol Area the cost per rider of an at-grade alignment may actually be higher than a below-grade alignment. We need to now study both options before an informed decision can be made.

Our point is not to now argue for a tunnel, but to mutually study both tunnel and surface alignments before your Authority and the Capitol Area Board make any decisions on a preferred alignment.

Sincerely,


Gary Grefenberg
Executive Secretary

GRG:dlw

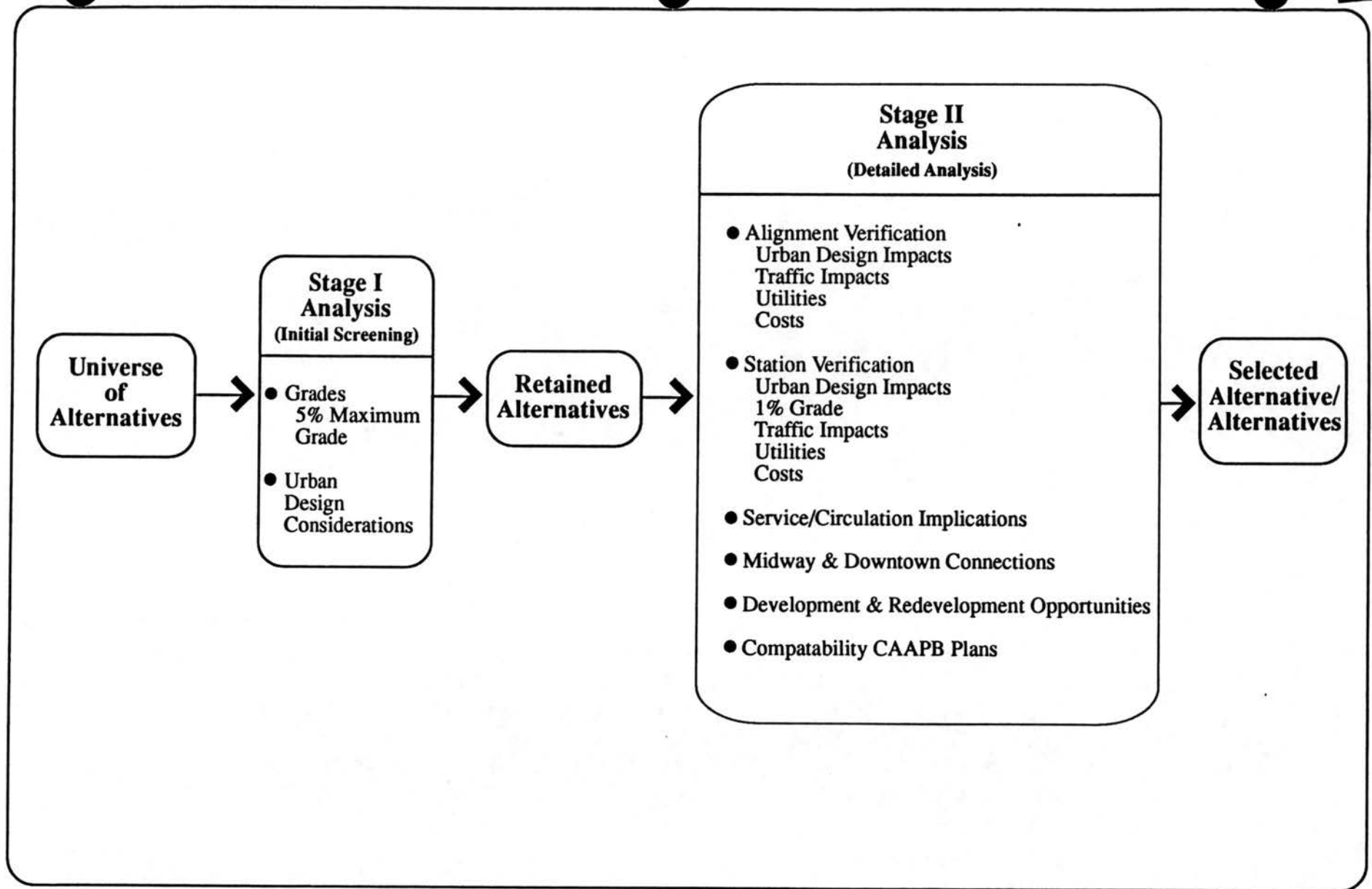
cc: Lt. Governor Marlene Johnson, Chair
Capitol Area Architectural and Planning Board

CAAPB Members and Architectural Advisors

Kathryn DeSpiegelaere, Director of LRT Planning
Ramsey County Regional Railroad Authority

RCRRA Members

G\LRTFINLE





Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: April 24, 1990

No. R90 -

Page 1 of 2

WHEREAS, Ramsey County Regional Railroad Authority has reviewed comments made on the Environmental Assessment Worksheet/Draft Scoping Decision Document for LRT for the Midway Corridor; and

WHEREAS, The City of St. Paul has commented, "The EIS should study one or more tunnels as alternative alignments in the Downtown area and/or Capitol area."; and

WHEREAS, The Capitol Area Architectural and Planning Board has commented, "A below-grade alignment under the Mall should be seriously considered. Such an alignment could connect with the Capitol Complex tunnel system. No alignments should cross the surface of the Capitol Mall."; and

WHEREAS, The Midway Corridor Task Force has passed a motion that, "The current scope of work for consultants for the Midway Corridor does not include analysis of a tunnel option for Downtown St. Paul. Ramsey County Regional Railroad Authority Commissioners should consider adding a tunnel for Downtown St. Paul to the scope of work being performed for the Midway Corridor."; and

WHEREAS, St. Paul Councilmember Tom Dimond has commented, "Tunneling should be considered for Downtown and the Capitol Complex so street traffic is not restricted, appearance is enhanced, and the best all-weather conditions are provided."; and

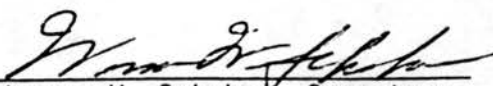
WHEREAS, These comments have been carefully considered; and

WHEREAS, Funding for LRT is limited. The decision to construct a tunnel, with its higher cost than a surface alignment, would limit the funds available for the remainder of the LRT system; and

WHEREAS, Additional information will be available in the next few months on the feasibility of surface alignments that will be of value in determining if consideration of tunnel alternatives are warranted for LRT in Downtown St. Paul or the Capitol area; and

WHEREAS, The Coordination Plan being prepared by the Joint LRT Advisory Committee will include information on tunneling experiences in other areas that will be of benefit to decisions on tunneling in the Twin Cities Metropolitan area; Now, Therefore, Be It

John T. Finley, Chairman

By 
Warren W. Schaber, Secretary



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: April 24, 1990

No. R90 -

page 2 of 2

RESOLVED, That Ramsey County Regional Railroad Authority will continue with exploration of surface alignments in Downtown St. Paul and the Capitol area and will not consider tunnel options at this time for the following reasons:

1. The additional cost of studying a tunnel for Downtown St. Paul and the Capitol area to a level of detail comparable to the engineering work being completed for surface alignments in the Midway Corridor has been estimated by BRW to be \$900,000 and would require four to six months to be added to the anticipated completion date of the Draft Environmental Impact Statement for the Midway Corridor. The Legislature is anticipating a decision by Ramsey County Regional Railroad Authority on LRT alignment for the Midway Corridor in January, 1991. The addition of a tunnel study would delay that decision until at least April, 1991.
2. Unlike downtown Minneapolis, which has uniform geology, the geology of the Capitol area and Downtown St. Paul is variable. It is likely, therefore, that there would be less certainty in initial identification of tunnel options and costs for the Capitol area and Downtown St. Paul.
3. Tunnel configurations for Downtown St. Paul may limit alternatives for connections to additional LRT corridors and present serious difficulties for connection to the South/Southwest LRT Corridor; and Be It Further

RESOLVED, That tunnel alternatives may be considered if surface alignment alternatives are not feasible.

John T. Finley, Chairman

By 
Warren W. Schaber, Secretary

Kathy Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY BOARD MEETING

TUESDAY, JUNE 26, 1990

10:30 A.M. - LARGE CONFERENCE ROOM - 316

1. * Minutes of the June 12, 1990 Meeting
2. Chairman's Comments
3. * Consider resolution on Midway Corridor:
 1. Subalternatives for alignments
 2. Downtown St. Paul
 3. Capitol Area
4. Coordination Plan for Light Rail Transit - Peer Review on Implementation and Organization Alternatives - Discussion
5. APTA Conference Summary - June 2-7, 1990
"1990 Rapid Transit Conference" - Discussion

*Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 12, 1990

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was called to order at 1:10 P.M. in the Large Conference Room of 316, Court House. Chairman Finley presided.

MEMBERS PRESENT: Chairman John Finley
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Donald Salverda (entered during Item 3)
Commissioner Duane McCarty
Commissioner Warren Schaber (entered following Item 7)

Also Present: James Van Houdt, Ed Glaubitz, Robert Clarkson, Mark Filipi, Mike Temali, Bill Sands, Gary Grefenberg, Paul Mardell, Karen Tero, Terry Schutten, Gary Simpson, Donn Dexter, Dick Wolsfeld, James Tolaas, Jill Goski, Patrick O'Malley, Oat Craig, Mark Wechlik, Kathryn DeSpiegelaere, Frances Glendenning

1. Minutes - of the May 22, 1990 Regional Railroad Authority Board Meeting

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Regional Railroad Authority Board meeting held on May 22, 1990, as written.

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

2. Chairman's Comments

Chairman Finley did not have any comments at this time.

3. Washington and Dakota County Regional Railroad Authorities' Comprehensive LRT Plans

Chairman Finley called on Kathryn DeSpiegelaere to summarize these plans.

Ms. DeSpiegelaere said that Dakota County has completed a final comprehensive plan that includes three corridors, one of them is our South Corridor, they call it their East Corridor, this is shown on page 9 of the documentation. The two other corridors are 35W - their West Corridor, and another is their Central Corridor which would connect to the Hiawatha Corridor to the South Corridor in Ramsey County. We are working with their staff to initiate an alignment

study, and we expect to be bringing some information on this in July.

Washington County has a draft plan out, and the substance of their plan is it will be an extension of a line from Ramsey County which is already identified in our Comprehensive Plan as suitable for LRT in the next twenty years and beyond. One of the things the Board may wish to know is that they will consider their North Corridor an extension along the the BN Line that we are negotiating an option to purchase. Another corridor is along Highway 36, and the third is along Highway 94, and there is a fourth which will extend out Highway 61.

Chairman Finley said they are consistent with our Comprehensive Plan, as the 36 is in our post-twenty, and the 61, and the Northern is within our twenty year. Ms. DeSpiegelaere said that is correct for Washington, but there is come discrepancy with regard to Dakota County, which has to do with the South, Southwest. Ms. DeSpiegelaere said we did comment on that.

Commissioner Hunt would like to know if the e plans now go to the Metropolitan Council and RTB. Ms. DeSpiegelaere replied that the Dakota County plan has been reviewed by Metropolitan Council and the RTB. Washington County is still in the process of planning, and she is not sure of the status. She added that these are part of the official plan. 94 which is in ours, and in Washington is part of the RTB Plan.

Commissioner Salverda asked if the other counties have goal statements like Ramsey County, have they established these that deal with the whole program.

Ms. DeSpiegeleaere is not aware of this. Dick Wolsfeld informed the Board that Washington does have a set of goals.

Chairman Finley suggested that Ms. DeSpiegelaere check to see if their goals are consistent with Ramsey County's.

4. Coordination Plan for LRT

Ms. DeSpiegelaere advised the Board that on Friday, June 15th, there is a session at the University of Minnesota, Earle Brown Center, there will be speakers, Representative Ruth Fisher from the State of Washington who is Chair of the House Transportation Committee will be here. This will cover how LRT should be implemented, turnkey approach, who should be the implementing agency, she feels this should be a very worthwhile session. This is by invitation only, and the Commissioners should have received an invitation.

Commissioner Ahrens commented there seems to be a momentum towards a turnkey approach, or some people may say a modified one, and we have not really looked at this, but she does not know if Hennepin has. How strong do you sense there is a full or modified turnkey approach that we might be going into simply

that might be the approach that Hennepin County goes. Ms. DeSpiegelaere said there is a momentum for turnkey, but a lot of other people have not made up their minds at all, and are really for information. As far as she is concerned it is definitely an open question, and she would like to learn more about it.

Mr. Wolsfeld said the level of interest on this has been the same the past year. He does not think it is increasing or decreasing, as Hennepin County is still very interested, they have received a grant from the Urban Mass Transportation Administration for \$1.5 million to help potential turnkey contractors offset some of the costs of preparing the proposals, and one of the reasons that UMTA gave is that they were interested in giving the \$24 million grant, which is still up in the air, was because of their interest in the turnkey implementation. He thinks the Hennepin County Commissioners have a lot of questions about it, in terms of how it will work, they are talking about the risk, control, and turnover to the turnkey contractor with 30% design done, and 70% to go, you get up a lot of control in terms of many decision on the system. They are interested in time schedule implications and the quality of control. He could describe it as they are interested in the process, they are proceeding as though they will do a turnkey, but they have not committed to that they are going to do a turnkey.

Commissioner Ahrens asked, if they do, would we be drawn into that, would we not.

Mr. Wolsfeld, does not think they could force you to do a turnkey on the portion of the system in Ramsey County, as you have to have a Joint Powers Agreement for the implementation, and if the two powers did not agree, there would be no agreement. They could use that implementation method in another corridor entirely within Hennepin County, but for the Central Corridor between the two cities, it would seem likely that you would want a single contractor doing that work, a single approach.

Commissioner Ahrens in trying to understand the turnkey approach, private contractors would be hired to put in the system, but then what happens as to the operation.

Mr. Wolsfeld replied, the Legislation says that the operation, the Metropolitan Transit Commission shall operate the system, and one could interpret that in a number of ways, they could be responsible for the operation of the system, but they could contract with someone to do that. So, the MTC will be responsible for the operation, the method that they choose to use for doing that, should it be one division, or or should it be two divisions, with separate agreements, with the unions, etc., or should it be the bus operation stays, that you contract for the LRT, there are a whole series of options as to how to do that. Normally with a turnkey system the contractor has to guarantee his operation for a number of years, so that the motors, the brakes, the things work. Generally, you would have the contractor responsible for the operation for somewhere between two and

five years before he turns it over, generally you have a two to five year operating agreement. There would be mechanics and drivers who could either work for them, and then be paid by the MTC or someone could be hired to manage the system, they could similarly hire the contractor to manage the operation of the system, so the drivers and mechanics would work for the MTC, but they would be managed by the contractor. The key thing is to make sure that the maintenance policies, the way the vehicles are being driven are the way the contractor wants this done. The problem is to have this done correctly, to make sure that the part of the warranty is in force.

One of the major concerns of the turnkey is that no LRT system in North America has been implemented on a turnkey method, so we would try to be the first one through, and any time you are the first one through, you are going to learn some things, there are going to be some delays in the contract language. Honolulu is pursuing this idea, and Houston is also pursuing it. However, no one has signed a contract with a turnkey contract to this time.

Chairman Finley commented that maybe we should make sure that we are the first line built as we want to control that type of technology, and not get bogged down, and so far behind that we end up with first system being built, the first line being built within one county.

Commissioner Hunt said at the last LRT meeting, there was a presentation by George Isaacs which had previously been presented to us, and there seemed to be some interest in this, and Chairman Derus indicated that it isn't a given that we are going to end up with the high platform, that the door is still open on that. However, it was pointed by someone from BRW who had recently attended the conference that the low floor vehicles are really still somewhat experimental, and they do not have a proven track record yet, so we are still out on whether that is going to be a viable way to go at this point in time.

5. LRT/Land Use Panel

Chairman Finley said this is a report from Ms. DeSpiegelaere regarding seminars, and he asked that Ms. DeSpiegelaere summarize this.

Ms. DeSpiegelaere said there were four speakers who came to the Twin Cities to attend the meeting of the RTB and the Metropolitan Council on May 18th. They came to talk about land use, this is part of the Coordination Plan that is being prepared. The speakers were from Calgary, Portland and Toronto.

Ms. DeSpiegelaere discussed the development controls which are greater in Canada than here. It is clear that any development can be part of the LRT, but that this can occur over a long period of time not immediately. Another issue is whether you want to maintain the residential character of the neighborhood.

6. Midway Corridor Update

Chairman Finley said this item is for discussion and possible action.

Chairman Finley hopes that everyone has received a copy of the letter from Gary Grefenberg regarding the consideration of a tunnel alignment in the Capitol area, and also consideration of the tunnel alignments in the downtown area. This resolution which is being distributed to you today addresses this. Before the resolution is considered, he asked that Ms. DeSpiegelaere give the Board an update.

Ms. DeSpiegelaere addressed the Board, she pointed out that we had tentatively scheduled a Work Session for June 19th, there are three other Work Sessions in August, October and December.

Last Friday she had a meeting with the St. Paul City Council members and staff, and the message at that meeting was the City would still like us to address the tunnel, reason they would like us to do that is so that it would provide a comparison of the alternatives. The Downtown Task Force has made rapid progress on the analysis of downtown alternatives, and in fact, it was at the point where they had one single recommended alternative, and that is Cedar Street and Fourth Street as transit lines. However, the City still has concerns about the impact of LRT on the street, and asks that you consider the tunnel alternative.

Ms. DeSpiegelaere said there were work sessions held with the Capitol Area Board members, and alignments were reviewed with them. The message from the Board is clear, and they too would like you to consider an analysis, comparing tunnel to surface alternative. The letter from Gary Grefenberg has been attached to the proposed resolution distributed today. We have asked BRW to prepare information as to what would be involved.

Chairman Finley's concern with regard to both of these requests has to do with money, how much of a delay in time would it take, and also whether or not BRW can do it in a timely manner with the resources available to them. He would like to be comfortable with Dick Wolsfeld, and find out for sure whether or not BRW could, in fact, if we chose to look at tunnel options in both the Capitol area and the Downtown, what it would do to our timetable we have set for ourselves for a decision on our alignment, what the cost would be, and whether or not BRW would have the resources of just people and power available to them to meet a timetable that would be acceptable to us. He has presented these questions to Dick Wolsfeld today, and he feels satisfied, and asked Mr. Wolsfeld as to what their plan would be should be approve the study of these two tunnel aspects.

Dick Wolsfeld explained there are two parts to the time schedule, one is the time it takes to do the technical work, to develop the tunnel, the preferred option in the Downtown area and then do the evaluation of that tunnel against the at rail recommendations which the Downtown Task Force has selected which is the at grade alternative. In order to do that first BRW does not have the technical capability to do tunnel engineering, so we are proposing to add to the team the firm of Parsons, Brinckerhoff of New York, they have done more tunnels

worldwide than any other engineering firm. They are working with us right now on the Minneapolis Downtown Tunnel, so they are familiar with the Twin Cities program, and they also have a local office, but they do not have the tunnel people, they have a bridge design section here. We would add them to project, and they would do 25 to 30% of the work effort in the Capitol area and the Downtown area. People in BRW's Denver Office have completed just recently three tunnel versions at grade comparison to Denver and Houston, and Dallas, so we would import some of those people to assist us, as they have the capability to do that.

Mr. Wolsfeld continued, his personal involvement in the Hennepin County is nearly complete. The Rail Authority this morning approved Preliminary Design Plans, for the portion of the system within the City of Minneapolis. So, his involvement on that program is now down to less than 5% of his time, so he would manage this tunnel study in the Capitol and Downtown area, and we would add Parsons, Brinckerhoff as a subcontractor, and we would get some additional assistance from our Denver Office. He does not downplay the fact that due to do this work in a three month time period is a very, very ambitious schedule, and normally some need six to twelve months - which is a much more normal time schedule.

Another thing which Mr. Wolsfeld feels we need to talk about is just to do the technical work, and say here it is at the end of ninety days isn't what you want, and he does not think is what is needed. What he thinks the Capitol Area Board and the St. Paul City Council are looking for is a thoughtfully involved discussion of the issues of at grade versus tunnel, with a lot of interaction and participation in that deliberation. It is important that we have some kind of a committee composed of various people in the agencies who have an interest in this that work with them. To ask a Committee to do that comparison in ninety days and report their findings, this is an equally ambitious program. At best we will have to deal with a few people willing to put in the time and effort to have this done by the end of September to meet the deadline of the schedule for the EIS. This is how they propose to approach the project.

Chairman Finley said the second part of that is his concern, it is not a matter of just the technical work, it is the conveying of the technical data to the people that have the interest in it, and for them to be able to absorb it and make some decisions on it. We have been extremely fortunate with the Downtown Task Force who have been working on the issue of alignments, they have made their decision regarding the alignment five months ahead of schedule. They are an excellent working group. What he would suggest if we approve this resolution to do the tunnel in the downtown area is not to form another group to look at it, but to ask that Task Force to continue to serve, and maybe add a few policymakers from the County, ourselves, some City Council members, to expand that Task Force so that there is some first hand knowledge and it is not just coming from a Task Force of citizens. As to the Capitol Area, again we are very fortunate that we have a Capitol Area Architectural Committee that is very interested in the preservation of the Capitol area, but are also very willing to put in time to follow through

with what is happening in the area, and it is not just a Committee of nay sayers, it has been a Committee that has been very willing to work with Light Rail, with other issues that have been in the area. He thinks that we probably have people available, but they are all going to have to understand that this is going to be a very difficult, fast moving thing if we are going to take the request into consideration and the appropriation as it will take a couple of hundred thousand dollars to do it. We cannot be bogged down on these decisions, or we will have a super turnkey starting in a county, which is not connected to the City of St. Paul. He has a very strong feeling there is a possibility if we beat these things to death, but he does feel that the requests of both are very well taken, and without the support of City and without the support of the Capitol Architectural Committee we are going to go nowhere fast. They are willing to work with us, and he feels that we have always been willing to work with them, and they are taking this seriously, the request is a well-thought out request, we have gone over the geology of it, and have the problems in a cursory manner, and we need to look at it in more depth which is probably well worth while.

Chairman Finley acknowledged Gary Grefenberg's presence at this meeting. Mr. Grefenberg has been sitting on the various committees of LRT and has spent a tremendous amount of time on these issues.

Mr. Grefenberg said he feels that Chairman Finley has covered it very well. He does endorse the Chairman's comments. He added that some of the information for the Capitol Area has already been collected, criteria, objectives for the Capitol Area are well documented as well as the low grade boring for some of that area, so we are not beginning from scratch. This schedule is an achievable one, and one they would really like to work with Ramsey County on achieving this.

Commissioner Ahrens discussed Councilman Wilson's letter to the Ramsey County Board, with regard to tunneling and certain issues on University Avenue. She asked if this is not premature since we have not selected an alignment, and does the City understand the problems with University Avenue alignment in terms of simple logistics, crossing of streets, etc.

Chairman Finley feels that the endorsement of University Avenue is not final, so looking at the tunnel is a little premature, so the City endorsement of University Avenue is premature. Under the contemplation of this we are looking the other issues that he did address in his letter. Ms. DeSpiegelaere added there are some constraints with the right of way on University Avenue, and how to accommodate the traffic, etc.

Commissioner Hunt understands that there is some re-thinking of the City's original premises at various levels, and she thinks that is why we want the study to be able to arrive at what is the most feasible.

Ms. DeSpiegelaere informed the Board that James Tolaas is unable to give the update on the Midway Corridor just now, but he will be presenting this later in this meeting.

Chairman Finley commented that the City has evidently backed off on the University - Sherburne proposal.

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

WHEREAS, Ramsey County Regional Railroad Authority is preparing an Environmental Impact Statement and conducting the first phase of preliminary engineering for light rail transit for the Midway Corridor; and

WHEREAS, Requests were made during the Scoping Phase of this project by the City of St. Paul and the Capitol Area Architectural and Planning Board that Ramsey County Regional Railroad Authority consider a tunnel for light rail transit in downtown St. Paul and in the Capitol area; and

WHEREAS, Ramsey County Regional Railroad Authority adopted a resolution on April 24, 1990, which indicated that Ramsey County Regional Railroad Authority will continue with exploration of surface alignments in Downtown St. Paul and the Capitol area and will not consider tunnel options at this time but that tunnel alternatives may be considered if surface alignment alternatives are not feasible; and

WHEREAS, Additional information has been developed on street alignment alternatives in the Capitol area and in the downtown St. Paul area in recent weeks; and

WHEREAS, Additional requests from the City of St. Paul and Capitol Area Architectural and Planning Board have been received for a study of tunnel alternatives to provide information to compare surface and underground alternatives on the basis of cost and other elements related to them; and

WHEREAS, BRW has estimated that a study of the design factors related to these requests could be accomplished within the time period previously established for the Environmental Impact Statement for the Midway Corridor of having a report available in late September, 1990, for the purpose of aiding decision making; Now, Therefore, Be It

RESOLVED, That:

1. BRW and its previously approved subcontractors are authorized to conduct a study comparing tunnel and surface light rail transit alternatives in the Capitol and downtown St. Paul area as an amendment to the contract for the Midway Corridor Environmental Impact Statement and Phase I preliminary

engineering, Agreement No. RCRRA-89-003. The total cost of the tunnel study is not to exceed \$200,000 without additional authorization from Ramsey County Regional Railroad Authority. The work is to be completed within the time schedule previously specified for the Environmental Impact Statement, a draft of which is to be completed in September, 1990.

2. Ramsey County Regional Railroad Authority authorizes its Chairman to request matching funds in the amount of \$100,000 for the tunnel study from the Minnesota Department of Transportation and accept this grant if awarded.
3. Ramsey County Regional Railroad Authority authorizes the Director of Light Rail Transit Planning to sign a budget adjustment to transfer \$100,000 from the contingent account of Ramsey County Regional Railroad Authority and increase the budget by \$100,000 when the grant award is received.
4. BRW and its subcontractors are authorized to begin the tunnel study immediately but may not exceed work in the amount of \$100,000 unless Ramsey County Regional Railroad Authority has received a grant award for \$100,000 from the Minnesota Department of Transportation. The Director of Light Rail Transit Planning will notify Ramsey County Regional Railroad Authority when the grant award has been received.

Roll Call: Ayes - 6, Nays - 0 *R90-30*
Motion adopted.

Chairman Finley would like to appoint from our County Board some members for the Downtown Task Force, Commissioner Hunt, and himself, to add to the Task Force. This is in Commissioner Hunt's district. Chairman Finley will also request Councilman Wilson and Councilman Dimond who has such an interest in the downtown area, maybe Councilman Dimond should be on this Task Force as well. He will be sending a letter to ask these officials to join this Task Force. Chairman Finley asked for a motion on these appointments.

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

WHEREAS, Ramsey County Regional Railroad Authority is preparing an Environmental Impact Statement and conducting the first phase of Preliminary Engineering for light rail transit for the Midway Corridor; and

WHEREAS, A comparison of tunnel and surface alternatives for the downtown St. Paul area and the Capitol area has been authorized; Now, Therefore, Be It

RESOLVED, That the Downtown LRT Task Force will consider information developed on the tunnel comparison; and Be It Further

*R90
31*

R90-31
RESOLVED, That the Downtown LRT Task Force will be augmented with these new members: Commissioner John T. Finley, Commissioner Ruby Hunt, Council President Bill Wilson, and Councilmember Tom Dimond.

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

7. Ratify Partial Payment No. 7 to BRW, Inc. in the amount of \$76,637.71.

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

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 March 31, 1990; 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 R89-70) the Direction of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 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. 57792, Partial Payment No. 7, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through March 31, 1990; Now, Therefore, Be It

R90 32
RESOLVED, Payment to BRW, Inc. in the amount of \$74,637.71 for Ramsey County Regional Railroad Authority's share of services rendered through March 31, 1990 is hereby ratified.

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

Update on the Midway Corridor

James Tolaas addressed the Board, the Midway Corridor Study is really divided into three major areas, the main alignment area between the University of Minnesota Campus and the Capitol Area, and the third area through the Downtown St. Paul area. Each presents some rather unique constraints and opportunities, and they have divided these areas, and have different groups participating.

In following the development of the University alternatives they have followed the direction of Scoping Decision of this authority, and concentrated on surface alignment alternatives. They did an exhaustive network to find every possibility that could be considered. These have been screening those down to a manageable number, and then they will carry those into a further analysis stage. To do so they developed a two-stage process which allows us to use a couple of very simple screening criteria to hopefully get those down to a few in number. The Stage 1 analysis concentrated on two factors, first, being that we need a 5% maximum grade to allow operation of LRV at Capitol, and they also had to be concerned with the urban design considerations. They have to be careful in the Capitol area that they are not esthetically upsetting the environment.

After going through those criteria, they hope to look first at the alignment verification, and urban design impact as well as traffic impact, utilities and major cost factors. Look at station opportunities, which should be positioned at a 1/2% grade and can be in an area as steep as 1%. If you consider the Capitol area itself, there are many grades in the Capitol area which restrict where we put the stations for service.

Subsequent to this, you have to look at the surface, service circulation implications, Midway and Downtown connections, development and redevelopment opportunities and compatibility with Capitol Area Architecture Planning Board's Plan, they have a . . . extension of the East Capitol Area, they are very much interested to provide service to the Capitol Area, improving under-utilized land areas, and improve transit service in there.

Commissioner Schaber entered the meeting at this time.

Mr. Tolaas point out on the map the possible alignments to enter into the downtown area, the areas where the grade is too steep to negotiate an LRV. The option of Jackson Street was discussed, where the grades are not quite as steep, but they are 5.5, 5.3%. At staff level these were considered not suitable, and should be dropped from further consideration. In meeting with the Capitol Area Board, however, they clearly indicated that they do not want the east side of the Capitol Area dismissed at this point, and encouraged us to look at a more creative approach, to see if the grades could be brought down to the 5% level.

Mr. Tolaas discussed Robert Street alignment which would not work well because of the extensive alterations that would actually start east of Park Avenue and extend all the way down into the area almost approaching 11th Street. These are rather extensive and do not seem to fit our criteria.

Jackson Street could be adjusted with grades starting at Park Avenue, and behind the Capitol, and we would meet grade again somewhere in the area of Jackson. Grades at University Avenue and Robert would have to be lowered about two feet. The cut behind the Capitol itself would have to be around fifteen feet, this is an extensive cut beginning at Park, and a very complete re-profiling of University Avenue. This does meet our Stage 1 criteria though and will have to be carried further. An obvious concern at this point that they are not ruling out, but the station locations are very difficult in this area even with the cuts that we are proposing. If you clear this from the Capitol Board's perspective, the main impetus for providing stations on the east side - it is clear that it would be very difficult to put a station at the location pointed out on the map.

Mr. Tolaas then discussed some of the other alignments, the Mall area, I-94, and the proposed Veteran's Mall, Columbus Avenue.

Mr. Tolaas reiterated that the Capitol Area Board is very concerned with the visual impacts and disruption of planned activities for the Mall area, dedicated spaces within that Mall, the City of St. Paul, however, feels very strongly that this should be kept in contention, and through proper mitigation on landscaping and different approaches that could be an acceptable alternative. This Mall area will be studied further.

There are a variety of approaches that allow connection to the Northern alignments, either BN via Rice Street, Marion Street, or going further and connecting to Dale Street, along the north Frontage Road.

Commissioner Schaber asked about stops in the areas Mr. Tolaas was pointing out, and Mr. Tolaas said originally they had looked favorably at trying to position a station along 12th Street on the South side of the Veterans Building, the grades would have to be modified and some mitigative approaches be made, it is very difficult, and would resort to station locations to the west of the Capitol to get more favorable grades.

To summarize, Mr. Tolaas said what they are proceeding with is to further evaluation of the University Avenue to Jackson Alignment, they are looking at the alignments coming south on Rice, Marion, along the Frontage Road on the north side of the freeway, either connecting along the south edge and the north edge of the History Center, into St. Paul. One alignment goes to the north of the Veteran's Building, and one alignment going to the south of the Veteran's Building. All are surface alignment alternatives. In addition, we are now looking at a tunnel alternative which will be three conceptual ways to go through the Capitol Area to provide better service to the center of that area.

Ms. DeSpiegelaere pointed out that this information will be presented to the Intergovernmental Committee this afternoon.

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

<u>Chairman Finley</u> Originating Department <u>J. T. Finley</u> <u>6/19/90</u> Authorized Signature Date	Board Action Requested CHAIRMAN'S COMMENTS
Request Justification	

Budgeting and Accounting
County Attorney
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time
 Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

June 26, 1990

Board Date

F. L. Glendinning
 Signature

6/19/90

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority Originating Department <i>K. DeSpiegelaere</i> <u>6/19/90</u> Authorized Signature _____ Date _____	Board Action Requested Consider resolution on Midway Corridor: (1) Subalternatives for alignments; (2) Downtown St. Paul; and (3) Capitol Area <u>ACTION IS REQUESTED</u>
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Request Justification

- See attached:
- 1) Proposed resolution
 - 2) Memorandum from K. DeSpiegelaere
 - 3) Map of alignments
 - 4) Map of Cedar/Fourth Streets
 - 5) Map of Capitol Area
 - 6) Background on recommendations

Budgeting and Accounting <i>Ed Blauditz</i> <u>6/19/90</u> County Attorney <i>David Mac</i> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time Received By
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Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
June 26, 1990	<i>F. L. Henderson</i>	6/19/90
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, As part of the Midway Corridor Environmental Impact Statement preparation, it is necessary to eliminate some alternatives and study others in greater detail; and

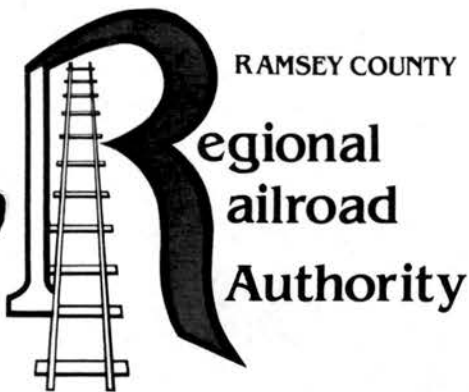
WHEREAS, Recommendations on these alternatives have been made by the Intergovernmental Committee, Downtown Task Force, Midway Corridor Task Force, Capitol Area Architectural and Planning Board, and others; Now, Therefore, Be It

RESOLVED, That in the Environmental Impact Statement for the Midway Corridor:

- 1) On I-94 from Soo Line intersection with I-94 to Rice Street, the alternative of LRT in the median of I-94 will be examined further.
- 2) On University Avenue from Oak/Washington to Rice Street, the alternative of 1/4 mile intersection spacing, 1/8 mile pedestrian crossing spacing will be examined further.
- 3) On Burlington Northern Pierce Butler Route from Fourth Street to Raymond Avenue, the alternative of LRT adjacent to the University of Minnesota Transitway will be examined further.
- 4) On Burlington Northern/Pierce Butler Route from Raymond Avenue to Lexington Avenue, the alternative of LRT on Pierce Butler Route will be examined further.
- 5) In Downtown St. Paul, the alternative of two-way LRT on a transit mall on Cedar Street and Fourth Street will be examined further.
- 6) In the Capitol Area, study will be continued of surface alternatives of 12th Street, University Avenue/Jackson Street, Columbus Avenue, 10th Street and 11th Street and their connections to downtown St. Paul and the Midway Corridor.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



John T. Finley, Chair
District
Diane Ahrens
District 4
Ruby Hunt
District 5
Duane W. McCarty
District 1
Hal Morgard
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 *Z/D*

SUBJECT: Midway Corridor: (1) Subalternatives for Alignments; (2) Downtown St. Paul;
and (3) Capitol Area

DATE: June 18, 1990

At the June 26 Ramsey County Regional Railroad Authority meeting, you will be requested to take action on subalternatives for alignments in the Midway Corridor, on Downtown St. Paul alignments and on Capitol Area alignments. The resolution attached defines the proposed actions.

ALIGNMENTS IN MIDWAY CORRIDOR

As part of the Midway Corridor Environmental Impact Statement preparation, it is necessary to eliminate some alternatives and study others in greater detail. Study will continue on the three Midway Corridor alternatives of I-94, University Avenue and Burlington Northern/Pierce Butler Route. Within those three alternatives, a decision on where to focus study efforts is required by Ramsey County Regional Railroad Authority at this time. Maps illustrating the alternatives are included in Attachment 1.

I-94 from Soo Line intersection with I-94 to Rice Street

The two options are: (1) LRT on the north frontage road; and (2) LRT in the median of I-94. All options have one mile station spacing.

Recommendation of staff, Intergovernmental Committee, and Midway Corridor Task Force:
LRT in the median of I-94.

University Avenue from Oak/Washington to Rice Street

The three options are: (1) 1/4 mile intersection spacing, 1/8 mile pedestrian crossing spacing; (2) 1/4 mile intersection spacing, 1/4 mile pedestrian crossing spacing; (3) 1/2 mile intersection spacing, 1/2 mile pedestrian crossing spacing. All options have 1/2 mile station spacing.

Recommendation of staff, Intergovernmental Committee, and Midway Corridor Task Force: 1/4 mile intersection spacing, 1/8 mile pedestrian crossing spacing.

Burlington Northern Pierce Butler Route from Fourth Street to Raymond Avenue

The three options are: (1) LRT on the University of Minnesota's transitway; (2) LRT adjacent to the University of Minnesota's transitway; and (3) LRT in an area where grain elevators are located.

Recommendation of staff, Intergovernmental Committee and Midway Corridor Task Force: LRT adjacent to the University of Minnesota transitway.

Burlington Northern/Pierce Butler Route from Raymond Avenue to Lexington Avenue

The two options are: (1) LRT on Pierce Butler Route; (2) LRT on Energy Park Drive. All options have one mile station spacing.

The Midway Corridor Task Force has not taken action on this matter yet, but is expected to do so on June 20.

Recommendation of staff and Intergovernmental Committee: LRT on Pierce Butler Route.

DOWNTOWN ST. PAUL

After consideration of the impacts related to LRT and an analysis of 40 plus alternatives on the six streets recommended in the Comprehensive LRT Plan for Ramsey County for LRT in downtown St. Paul, the recommendation of staff and the Downtown Task Force is: two way LRT on a transit mall on Cedar Street and Fourth Street in downtown St. Paul. Attachment 2 is a map of this alternative.

CAPITOL AREA

Capitol Area LRT alignments have been developed in work sessions with Capitol Area Architectural and Planning Board staff and advisors, with Board members, with City of St. Paul staff and with technical staff of agencies such as the MTC, Mn/DOT, Metropolitan Council and Regional Transit Board.

Recommendation:

Continue study of surface alternatives of 12th Street, University Avenue/Jackson Street, Columbus Avenue, 10th Street and 11th Street and their connections to downtown St. Paul and the Midway Corridor.

Attachment 3 is a map illustrating the Capitol Area.

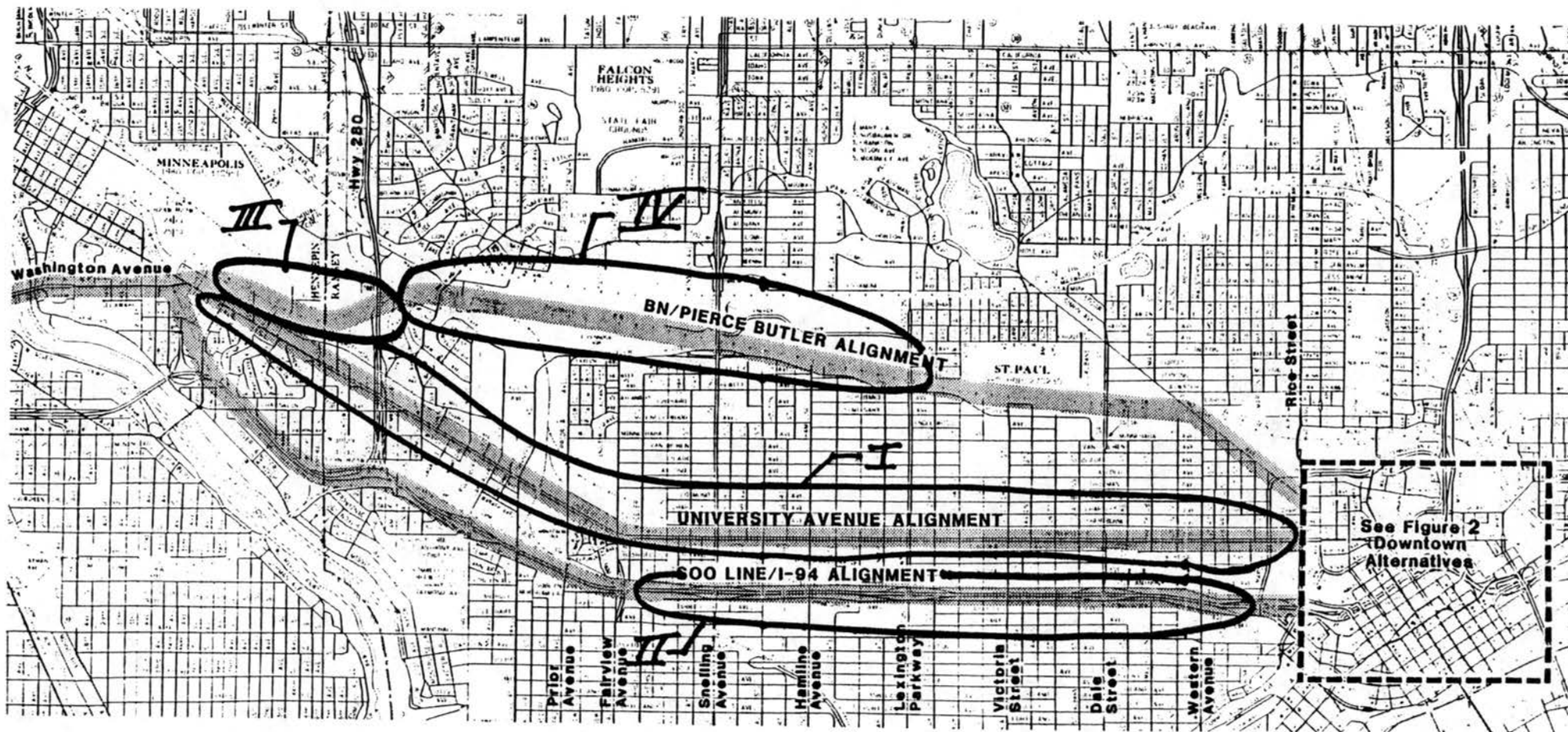
TUNNEL

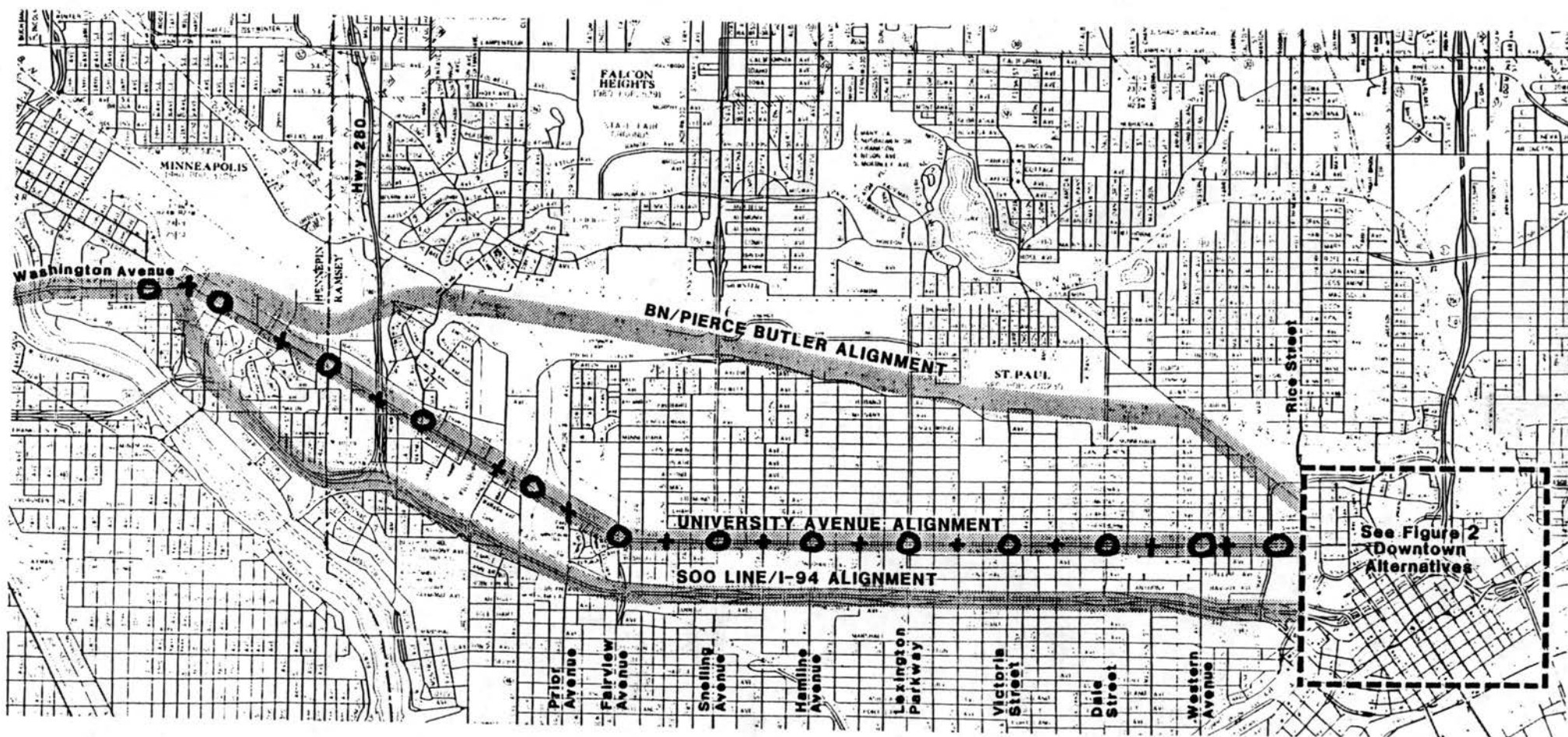
A comparison of tunnel alternatives in the Capitol Area and Downtown St. Paul area to surface level alternatives has been initiated, based on action taken at the June 12 Ramsey County Regional Railroad Authority meeting.

ADDITIONAL INFORMATION

Information pertaining to these recommendations has been presented to you at previous Regional Railroad Authority meetings. Attachment 4 is a summary of reasons for the recommendations. Staff and consultants will present additional information on this subject verbally at the June 26 Regional Railroad Authority meeting.

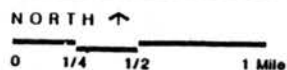
KD/blk
Attachments





BRW

Midway Corridor Light Rail Transit
Preliminary Engineering and
Environmental Impact Statement



○ Proposed Stations (Approximate)
+ Proposed Intersections (Approximate)

University Avenue

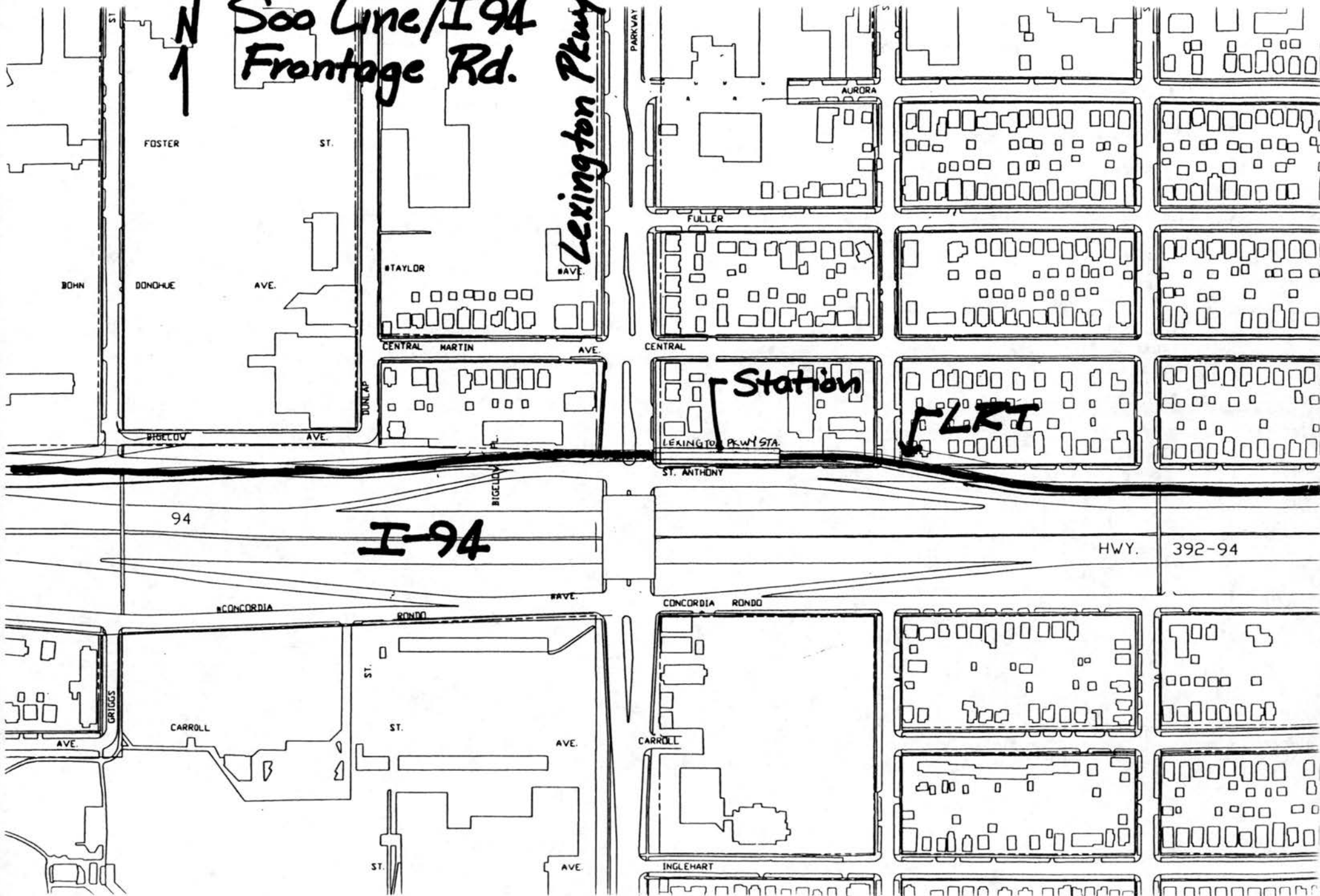
2-1

Figure 1
Midway Corridor
Alignment Alternatives

N
1

Soo Line/I 94
Frontage Rd.

Lexington Pkwy



SooLine / I94
Frontage Rd.

1

Midway
Center

Snelling Ave

MTC
Garage

Station

LRT

I-94

HIGHWAY

PORTAL

94 - 392

CONCORDIA AVE

AVE

ROBLYN AVE

CARRISBROLL

AVE

IGLEHART

AVE

Soo Line / I94
Median



Dale St.

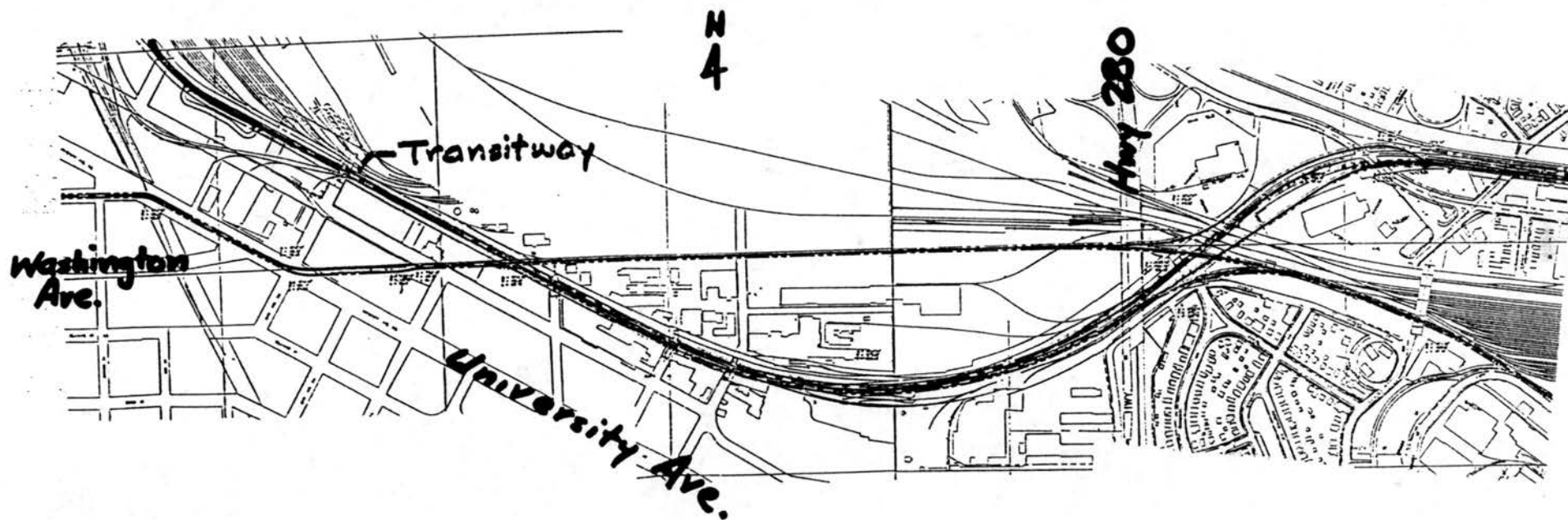
I-94

Station

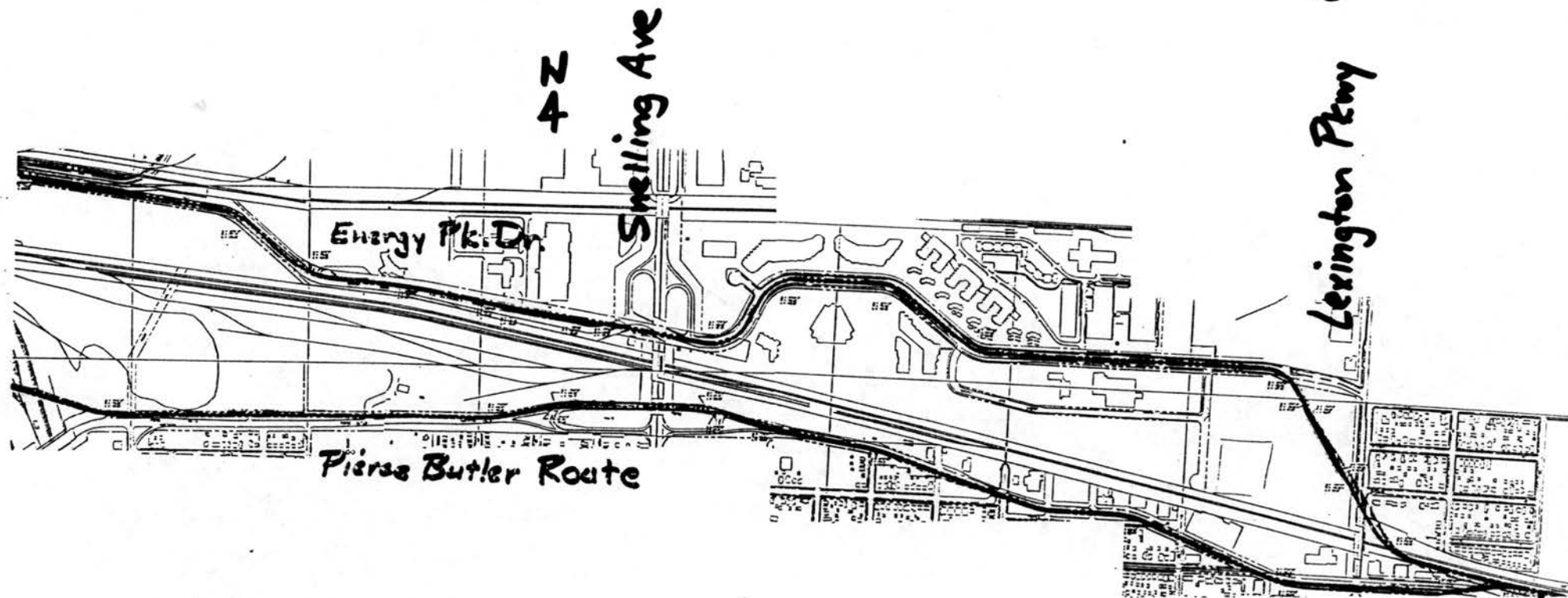
LRT

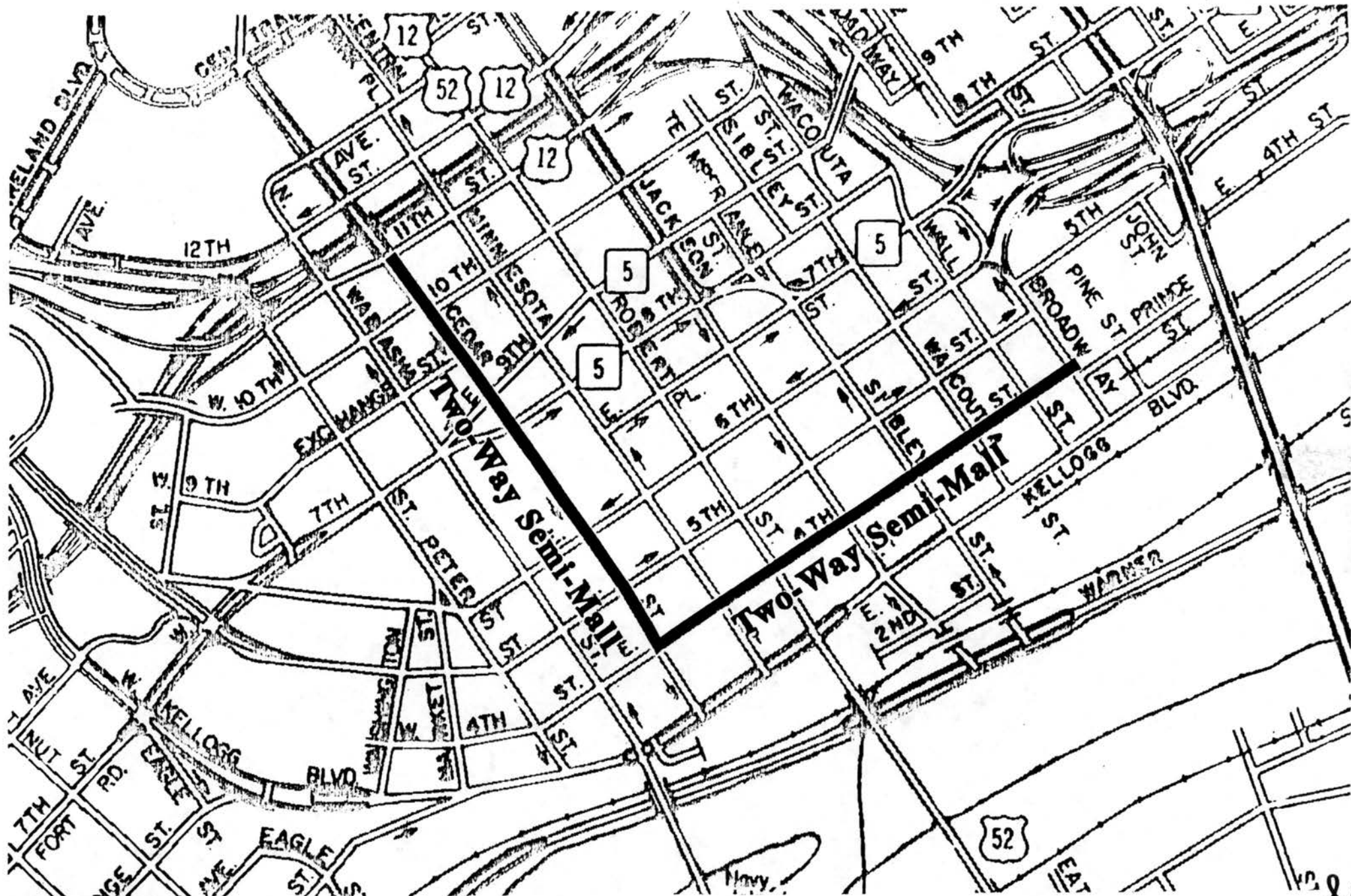
BN/PB

4th - Raymond



BN/PB
Raymond - Lexington

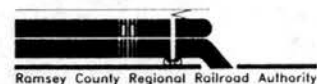
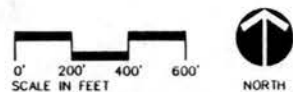
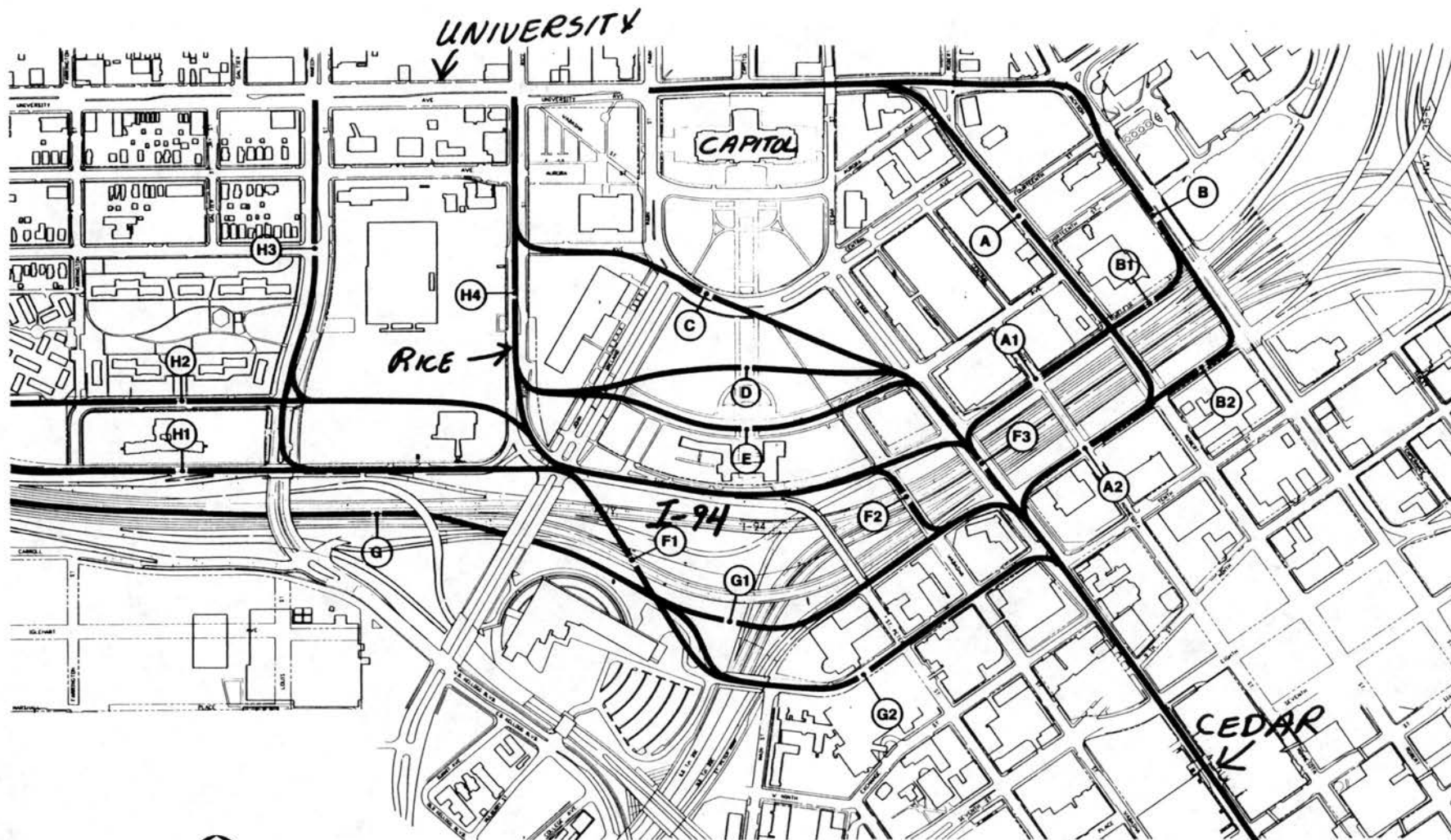




MIDWAY CORRIDOR

NORTH ↑

LRT Alignment Alternative M



CAPITOL AREA LRT ALIGNMENT STUDY
UNIVERSE OF ALTERNATIVES - A THRU H

Figure 2

3

13

Ramsey County Regional Railroad Authority
Midway Corridor
Preliminary Engineering/Environmental Impact Statement

ALIGNMENT REFINEMENT

Purpose: This information has been assembled to assist the Intergovernmental Committee in making recommendations regarding which alignment variations should be retained for further consideration.

The Ramsey County Regional Railroad Authority (RCRRA) is expected to narrow the scope of alignment variations to be studied in the Environmental Impact Statement to one in each of the three major corridor alignments at its June 26, 1990, meeting. The Intergovernmental Committee, as well as other committees studying various Midway Corridor alignment issues, will be asked to provide their recommendations to the RCRRA prior to that time.

At its May 2, 1990, meeting, the Midway Corridor Task Force (MCTF) adopted eight criteria to be used to evaluate differences between alignment variations, and to identify one "best" alignment for each major build alternative for in-depth analysis in the EIS. The criteria are:

- o Right-of-Way
- o Transportation Impacts
- o Service to Existing Development
- o Development Impacts/Opportunities
- o Travel Time/Service Characteristics
- o Station Location/LRT Accessibility
- o Integration With Feeder Bus Service
- o Costs - Capital and O&M

Attached is an evaluation of the options studied for each of the three major build alternatives. The evaluations are based on the criteria identified by the MCTF.

UNIVERSITY AVENUE ALIGNMENT - Oak and Washington to Rice Street

Criteria	Alignment Variations		
	1/2 Mi. Stations	1/2 Mi. Stations	1/2 Mi. Stations
	1/2 Mi. Intersect'n	1/4 Mi. Intersect'n	1/4 Mi. Intersect'n
	1/2 Mi. Ped X'ings	1/4 Mi. Ped X'ings	1/8 Mi. Ped X'ings
Right-of-Way	No additional	No additional	No additional
Transportation Impacts	Greatly reduced auto access across University Avenue causes increase in travel circuitry and decreased convenience	Reduced auto access across University Avenue causes increase in travel circuitry and decreased convenience	Reduced auto access across University Avenue causes increase in travel circuitry and decreased convenience
	Greatly reduced pedestrian access across University Avenue causes increase in walking distances and decreased convenience	Reduced pedestrian access across University Avenue causes increase in walking distances and decreased convenience	--
Service to Existing Development	Greatly reduced ability to cross University Ave.	Reduced ability to cross University Ave.	--
Development Impact and Opportunities	About one-half of on-street parking supply is lost	About three-fourths of on-street parking supply is lost	All of on-street parking supply is lost
Travel Time and Service Characteristics	25.9 min. (Oak to St. Paul CBD)	28 - 30 min. (Oak to St. Paul CBD)	29 - 32 min. (Oak to St. Paul CBD)
Station Location and LRT Accessibility	Reduced pedestrian accessibility to LRT	Reduced pedestrian accessibility to LRT	Better pedestrian accessibility to LRT
Integration With Feeder Bus Service	No difference	No difference	No difference
Capital/O&M Costs	No difference	No difference	No difference

Recommendation: 1/2 Mi. Stations; 1/4 Mi. Intersections; 1/8 Mi. Pedestrian Crossings - Vehicular and pedestrian accessibility is the key to University Avenue now and in the future. Disruption of that accessibility will increase traffic and pedestrian loadings at available crossings, and reduce the convenience of commercial development along the Avenue. Lost on-street parking will have to be replaced as needed.

6/4/90

I-94 ALIGNMENT - SOO LINE ALIGNMENT TO RICE STREET

Criteria	Alignment Variations	
	Median	Two-Way North Frontage Road
Right-of-Way	May be needed for stations depending on design	MTC maintenance facility at Snelling station site and approximately one-half block area at Lexington and Dale station sites
Transportation Impacts	Improves staging options for I-94 reconstruction	Results in 5% to 10% reduction in peak hour capacity at north ramp intersections at Dale and Lexington; greater potential for traffic accidents
Service to Existing Development	---	Easier access because of being on-grade rather than below-grade
Development Impact and Opportunities	Less visible than on Frontage Road	---
Travel Time and Service Characteristics	17.5 min. (Oak Street to St. Paul CBD)	22.0 min. (Oak Street to St. Paul CBD)
Station Location and LRT Accessibility	Station platforms at Snelling, Lexington and Dale will be grade-separated from north-south portals	Station platform at Snelling will be grade-separated; station platforms at Lexington and Dale will be at-grade; more friendly for transit user
Integration With Feeder Bus Service	Depending on station location and configuration, feeder bus routes may be slightly longer	---
Capital/Operating & Maintenance Costs	Retaining walls required on north and south sides for additional I-94 mainline width (\$22 mm)	Right-of-way cost (\$10-20 mm)
	Requires reconstruction of seven bridges on I-94 (\$5 mm)	Retaining walls required on north side for additional frontage road width (\$9 mm)
	Includes three grade-separated stations (\$25 mm)	Includes approximately one-half mile of tunnel at Snelling (\$15 mm)
	---	Includes one grade-separated station and two at-grade stations (\$15 mm)
		Longer travel time may require two additional vehicles (\$3 mm) and increased operating cost

Recommendation: The Median option would provide lower travel time for corridor trips, could be built without acquiring additional right-of-way, and would have a construction cost of approximately the same or up to \$10 million less than the Frontage Road option.

BN/PB ALIGNMENT - 4th Street to Raymond Avenue

Criteria	Alignment Variations		
	On Transitway	Adjacent to Transitway	Grain Elevator Area
Right-of-Way	No additional	+ 0.8 acres	+ 3.6 acres
	--	Requires relocation of about 10 parking spaces	Disrupts operation of existing businesses
Transportation Impacts	Six at-grade crossings	Six at-grade crossings	Three at-grade crossings
	Potential conflict with intercampus bus service	Potential conflict with intercampus bus service	--
	Mixed flow of LRV's and buses is a safety problem requiring lower LRV speeds and train control systems	--	--
Service to Existing Development	Some (University, Westgate)	Some (University, Westgate)	None
Development Impact and Opportunities	Some support of University Ave. and Westgate	Some support of University Ave. and Westgate	Uncertain
Travel Time and Service Characteristics	21.2 min. (Oak to St. Paul CBD)	20.8 min. (Oak to St. Paul CBD)	20.7 min. (Oak to St. Paul CBD)
Station Location and LRT Accessibility	No difference	No difference	No difference
Integration With Feeder Bus Service	No difference	No difference	No difference
Capital/O&M Costs	Additional train control and signal cost	Additional signal and retaining wall cost	Additional ROW cost

Recommendation: Adjacent to the Transitway - The option of constructing LRT adjacent to the University of Minnesota Transitway offers clear advantages in terms of ease of acquiring right-of-way, and potential for service to the area between TH 280 and 27th Avenue. By operating adjacent to, rather than on the transitway, significant safety issues can be avoided.

BN/PB ALIGNMENT - Raymond Avenue to Lexington Avenue

Alignment Variations

Criteria	Pierce Butler Road	Energy Park Drive
Right-of-Way	Utilizes existing ROW	Requires acquisition of ROW along south side of Energy Park Drive and eastern portion of ETA site
Transportation Impacts	Affects access to several industrial properties along north side of street Some traffic interference from relatively low level traffic generators along north side of street	Affects access to many commercial, residential and office properties along north and south sides of street High level of traffic interference expected from office and commercial traffic generators along north and south sides of street
Service to Existing Development	Stations will be located near existing single- and multi-family development	Stations will be located near existing office, commercial and multi-family development
Development Impact and Opportunities	Potential for redevelopment of older industrial sites	Area adjacent to alignment essentially fully developed Most adjacent development is of recent vintage
Travel Time and Service Characteristics	21.2 min. (Oak to St. Paul CBD)	24 - 25 min. (Oak to St. Paul CBD)
Station Location and LRT Accessibility	Stations located near major north-south streets; directly accessible by bus, foot, auto and bicycle	Workable station sites located away from major north-south streets; access more circuitous Some potential for park-and-ride lot development
Integration With Feeder Bus Service	Feeder bus access either from directly overhead at north-south street or at-grade from Pierce Butler	Feeder bus access at-grade from Energy Park Drive with short drive from north-south street
Capital/O&M Costs	--	One additional major bridge; estimated cost \$6-8 million

Recommendation: Pierce Butler Route - Readily available right-of-way, higher travel speeds and minimum interference with access to existing development make this alignment option more attractive. Although Energy Park Drive passes by Bandanna Square and other Energy Park development, the available station sites are not very conveniently located.

MIDWAY CORRIDOR ALIGNMENT RECOMMENDATIONS

1. UNIVERSITY AVENUE ALIGNMENT Oak and Washington to Rice Street

Recommendation: 1/4 Mile Intersections
1/8 Mile Pedestrian Crossings

Rationale: This alternative is preferable because it provides:

1. Better vehicular accessibility.
2. Better pedestrian accessibility.

All alternatives have 1/2 mile station spacing.

2. I-94 ALIGNMENT Soo Line Alignment to Rice Street

Recommendation: The Median

Rationale: The Median option is preferable because:

1. Would provide faster travel time for corridor trips.
2. Could be built without acquiring additional right-of-way.
3. May have a construction cost of approximately the same or up to \$10 million less than the Frontage Road option.

3. BN/PB ALIGNMENT 4th Street to Raymond Avenue

Recommendation: Adjacent to the Transitway

Rationale: This alternative is preferable because:

1. It provides ease of acquiring right-of-way.
2. It provides potential for service to the area between TH 280 and 27th Avenue.
3. By operating adjacent to, rather than on the transitway, significant safety issues can be avoided.

4. BN/PB ALIGNMENT Raymond Avenue to Lexington Avenue

Recommendation: Pierce Butler Route

Rationale: This alternative is preferable because it provides:

1. Readily available right-of-way.
2. Higher travel speeds.
3. Minimum interference with access to existing development.

Although Energy Park Drive passes by Bandana Square and other Energy Park development, the available station sites are not very conveniently located.

DOWNTOWN SAINT PAUL ALIGNMENT RECOMMENDATION

Recommendation: Two-way LRT semi-transit mall on Cedar and Fourth Street

Rationale:

The Cedar/Fourth Street two-way LRT semi-transit mall option:

1. Minimizes impacts to traffic flow.
2. Offers better service to downtown St. Paul with three stations.
3. Has fewer impacts on alleys, loading docks, parking ramp access, and auto banking facilities than other options.
4. Offers a major opportunity for a positive impact on the image of downtown because it could focus transit and pedestrian traffic on streets which are given special treatment. Different streets would have different transportation functions--some would be major traffic carriers and others pedestrian/transit oriented.

CAPITOL AREA ALIGNMENT RECOMMENDATIONS

Recommendations:

1. Continue study of surface alternatives of:

- A. 12th Street
- B. University Avenue/Jackson Street
- C. Columbus Avenue
- D. 10th Street
- E. 11th Street

and their connections to downtown St. Paul and the Midway Corridor.

2. Eliminate from further consideration surface alternatives of

- A. University Avenue/Robert Street
- B. Capitol Mall - Cedar Street to Fuller Avenue
- C. Capitol Mall - Cedar Street to Rice Street

3. Evaluate subsurface (tunnel) options in relation to surface options.

Rationale:

The initial screening of the possible at-grade LRT alignments through the Capitol Area used two criteria:

1. Maximum Grade 5%
2. Urban Design Considerations/impact to the Capitol Mall

Tenth, Eleventh, and Twelfth Streets met both criteria. The City of St. Paul staff requested that the Columbus Avenue alternative be considered further. The Capitol Area Architectural and Planning Board requested further study on the University Avenue/Robert Street alignment as well as the addition of tunnel alignments to the scope of the study in the Capitol Area.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 6/18/90
Authorized Signature Date

Board Action Requested

Coordination Plan for Light Rail Transit --
Peer Review on Implementation and Organization
Alternatives

*Discussion

Request Justification

See attached: 1) Memorandum from K. DeSpiegelaere with attachment.

Budgeting and Accounting Ed Glantz 6/19/90
County Attorney David Mac 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

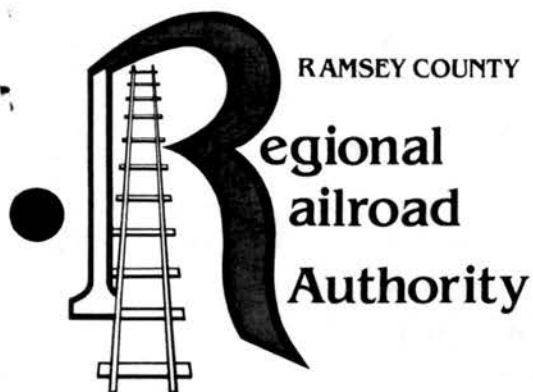
June 26, 1990

Board Date

F. L. Steadman
Signature

6/19/90

Date



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

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

MEMORANDUM

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

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

SUBJECT: Coordination Plan for Light Rail Transit -- Peer Review on Implementation and Organization Alternatives

DATE: June 18, 1990

The Regional Transit Board sponsored a peer review session on June 15 on the subjects of how LRT could be implemented and what organizational structure might be appropriate for LRT construction and management.

Speakers were: Lawrence Miller, Vancouver; Edward Reis, Vancouver and Detroit; Kenneth Knight, Buffalo, Vancouver and Detroit; James O'Leary, Boston; and Rep. Ruth Fisher, State of Washington.

Implementation methods of conventional, design-build, turnkey and superturnkey were discussed. Information on the advantages and disadvantages of each method is attached.

Key points from the session were:

1. A combination of the implementation methods, rather than one entire method for all aspects of the system, may be best.
2. There is not general agreement on the definitions of the implementation methods.
3. There must be a single decision-making entity to ensure that decisions can be made in a timely manner.
4. Regardless of the method of implementing LRT, an informed owner and knowledgeable, disciplined staff are essential.
5. Community relations are critical to all elements of the process.
6. Major cost increases have occurred because right of way costs were underestimated in early stages of projects. Major delays have occurred because of difficulties with right of way acquisition

Page Two

7. Because transit projects stretch over miles, and are not just at a single location, they must be done with sensitivity to community concerns.
8. Tunneling is high risk.
9. The ultimate responsibility rests with the elected officials.
10. The State/province played a major role in funding transit projects.
11. Early involvement of operations and maintenance people is important.
12. A strong project manager with authority to make decisions is needed.

Recommendation:

For your information.

KD/blk
Attachment

June 14, 1990

ALTERNATIVE IMPLEMENTATION METHODS ADVANTAGES AND DISADVANTAGES

CONVENTIONAL

The conventional implementation alternative is the current industry practice. Detailed or performance specifications for the systems elements are issued for bid; and the civil design is advanced to 100 percent drawings. Systems contractors design, furnish and install the equipment. Civil contract drawings are issued for bid and awarded to the lowest responsive bidder. Upon completion, an operations contractor or public agency operates the system.

Civil

The traditional approach is based on the linear sequence of design, bid and award and construction phases, and the delegation of responsibility for each phase.

- * Multiple contract packages for facilities and systems elements.
- * Construction documents are comprehensive and complete.
- * Construction contracts may be negotiated or competitively bid.
- * The contractor selected for construction does not participate in the design phase.
- * The owner makes a significant investment before a project price is finally established.
- * The owner bears major project risks until construction contracts are signed, then major risks are transferred to the contractor. (not black and white)

Systems

These contracts generally utilize a design-build approach based on the owner buying an integrated design, fabricate and install contract for the systems elements (i.e., vehicles, signal systems) from a single entity.

- * The design-build contractor begins with minimum information on the general performance and design criteria for the element, and guarantees that certain performance capabilities will be achieved.

June 14, 1990

Conventional (cont.)

Advantages

- * Provides maximum control to the project owner
- * Well defined project (The owner can define and detail his needs and requirements.)
- * Fully engineered
- * Potential for good contractor competition
- * Lowest cost for each project component
- * Funding can be staggered (design first, then construction), and contracts can be let to meet cash flow.
- * Low claim potential, assuming the design is 100% complete and no questions surface from the contract documents.

Disadvantages

- * Schedule can be at risk due to the numerous interfaces to manage and control.
- * Owner has greater management role and larger staff.

June 14, 1990

ALTERNATIVE IMPLEMENTATION METHODS ADVANTAGES AND DISADVANTAGES

DESIGN-BUILD

The design of systems elements is advanced to the performance specification level and design of civil elements to the thirty percent level. The systems elements are awarded to contractors who design, furnish and install the equipment. The thirty percent civil designs are issued for bid as design-build packages. Upon completion, the operations contractor or a public agency operates the system.

Advantages / Disadvantages

Design-build sacrifices a modest degree of owner control, but enables suppliers to tailor final design to their products rather than having to re-engineer 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.

Advantages:

Potential to compress schedule.

Disadvantages:

Increases potential claims and schedule delays due to unforeseen conditions and difference of interpretation of P.E. products.

June 14, 1990

ALTERNATIVE IMPLEMENTATION METHODS ADVANTAGES AND DISADVANTAGES

TURNKEY

The design is advanced as it would be in the design-build category, but the performance specifications and thirty percent design are issued for completion as one package.

- * The turnkey approach consolidates the responsibility (time and cost risks) for the work under a single entity.
- * Turnkey bid documents are incomplete by definition -- detailed design is part of the services to be supplied.
- * The thirty percent design establishes the basic system parameters, allows for definitive cost estimates and keeps the contingency margin reasonable.
- * Bidders must perform a significant amount of design and cost estimating work to determine their bid price and must add a larger than normal contingency to cover unknowns to protect themselves.
- * The turnkey contractor completes the design in all areas and fabricates and furnishes the equipment at an agreed-upon price.
- * The turnkey contractor can overlap design, procurement and construction phases to shorten the schedule.
- * The turnkey contractor may also operate the system at an agreed-upon price for a prescribed period to ensure reliability. A minimum of five years is usually suggested as a reasonable time period for problems to develop.
- * Because turnkey contracts are prepared before the project is clearly defined or all site conditions known, the probability of a turnkey contract proving inadequate or unsatisfactory is higher than with other types of contracts.
- * Turnkey contractor exercises a greater degree of control over final design and construction practices.
- * The owner must prepare an adequate set of turnkey documents and be specific about the basis for award, since each turnkey proposal could differ significantly in scope. The documents should include: project and site; additional agency requirements; commercial terms and conditions; equipment performance requirements; desired quality of equipment and construction; and essential operating and maintenance requirements.

June 14, 1990

Turnkey (cont.)

- * The private sector shares in the risk because generally a guaranteed maximum price is required of the contractor and often uncertainties are beyond the control of either the public or private sector.
- * The public sector has an obligation to :
 - o Define the project well and set specific guidelines for contract award.
 - o Obtain local/public support.
 - o Streamline the procurement process to avoid delays.
 - o Set a realistic schedule.
 - o Consider reimbursing bidders for developing turnkey proposals.
 - o Establish a partnership and risk sharing environment with the private sector.

Advantages / Disadvantages

Turnkey further lessens owner control. It may transfer responsibility for successful system operation to the turnkey contractor. Properly specified and managed, this approach focuses responsibility for cost/schedule performance, quality, and achievement of performance standards in a single entity. This removes many internal interface related claims.

Advantages:

- Potential to compress schedule.
- Single point of responsibility.
- Alternative contracting methods possible.

Disadvantages

- Minimum owner control.
- Increases potential claims and schedule delays due to unforeseen conditions and difference of interpretation of P.E. products.
- Risk of failure by single contractor.

June 14, 1990

ALTERNATIVE IMPLEMENTATION METHODS ADVANTAGES AND DISADVANTAGES

SUPER TURNKEY

This strategy is the same as the turnkey approach except that in addition, the super turnkey contractor is responsible for partial or total system financing and may be involved in the related land development. 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.

- * Both federal and state governments are encouraging privatization because capital construction funds have diminished.
- * Super turnkey is being encouraged by UMTA with their Discretionary Grant program in which the federal investment is overmatched by state, local and private sector funding.
- * Super turnkey calls for a partnership between the public and private sector.

Advantages / Disadvantages

The super turnkey approach makes the 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/physical solution to the super turnkey contractor. This approach enables funding outside the statutory debt limits on the public agency.

Elements of contractor financing, particularly joint development, have been used in many systems. Examples of super turnkey rail projects under consideration include the proposed Florida and Texas High Speed Rail Systems, and the Honolulu LRT System.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 6/19/90
Authorized Signature Date

Board Action Requested

APTA Conference Summary - June 2-7, 1990
"1990 Rapid Transit Conference"

DISCUSSION ONLY

Request Justification

Memorandum from James E. Tolaas to Kathryn DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

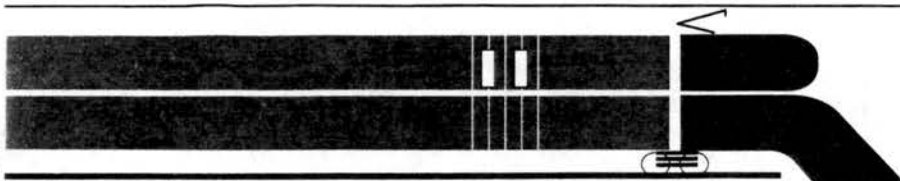
June 26, 1990

J. L. Henderson
Signature

6/19/90

Board Date

Date



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman

District 3

Duane W. McCarty, Vice Chairman

District 1

Warren W. Schaber, Secretary

District 6

Ruby Hunt, Treasurer

District 5

Diane Ahrens

District 4

Hal Norgard

District 7

Donald Salverda

District 2

MEMORANDUM

TO: Kathryn DeSpiegelaere, Director of LRT Planning

FROM: James E. Tolaas, Project Engineer

SUBJECT: APTA Conference Summary - June 2-7, 1990
"1990 Rapid Transit Conference"

DATE: June 19, 1990

The American Public Transit Association (APTA) sponsored conference on rapid transit was held in Vancouver, British Columbia. With clear emphasis on rail based transit, presentations and discussions in 46 different sessions provided information on all aspects of rail transit from early planning to operations and maintenance. The challenge of such a conference is structuring your time to allow attendance of specific presentations within concurrent sessions. Fortunately, in most cases where I missed a particular speaker, I was able to obtain the supporting technical paper.

Vancouver is an appropriate choice for hosting a transit conference. It is a beautiful city nestled on an inland seaway at the base of the western Rockies. It is a fast growing, modern metropolis, as evidenced by the relatively small number of older structures and a phenomenal number of multiple story structures under construction. Constrained by the mountainous terrain, the character of the area is very compact, relying on higher density development - including residential. Suburban sprawl is not apparent. Their largest highway has only two lanes in each direction. Parking in the downtown area can cost upwards of \$20. Transit services include diesel bus, electric bus, Sky Train (an automated fixed rail guideway system), and Sea Bus (a fast moving ferry service). As in Calgary, management of transportation issues is centralized without the underlying competition between highway and transit interests. As one speaker indicated, they view rail transit as simply "highway lanes of the future". The impression left after visiting Vancouver is that people accept transit (13% of person trips) and are building their city around it as an inherent feature of development. They recently announced a one billion dollar expansion of their Sky Train and development of higher speed Sea Bus operations.

The conference did provide an opportunity to hear from those working on systems in other cities. We are not alone in having complex interdependence between different agencies and governmental units. We are similarly not alone in having to wrestle with the major funding commitments required. Most projects take years to implement and are perhaps more correctly described as evolving as opposed to having a finite beginning and end. Dallas, after numerous and deadly setbacks, is going back to basics with substantial revisions to earlier, over-aggressive

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programs. This time around they are emphasizing public involvement in the decision process from the ground on up. Toronto is proceeding on a staggering \$5 billion expansion program with heavy emphasis on development near and over station sites. Washington Metro is pursuing a \$2.2 billion expansion of their system. The country of Taipei has launched a multi-billion dollar, fully automated system, the first leg of which is on aerial structure. San Diego, San Jose, New York - the list goes on, all proceeding with major expansions on their commitments to rail transit. It is worth noting that all appear to have struggled through numerous obstacles and controversies but continue with no less commitment.

Implementation and contract management strategies was another area receiving a lot of discussion. The bottom line is there is no magic solution. Traditional, design build, turn key, and super turn key all have advantages and disadvantages. While turn key strategies can offer some time savings, they also increase the elements of risk. Vendors, cognizant of those risks, pad the upfront costs accordingly and still seek extras whenever an unknown emerges. And, while the type of oversight and personnel needed may differ from one approach to the other, significant in-house staff resources remain an essential element to successful implementation. Peripheral management and supervision is a myth. My impression is that a blend of strategies over portions of the overall LRT system development may offer the greatest advantages to our region.

It was very clear through presentations and first hand observation of Vancouver's system that LRT need not be obtrusive to existing or future development. Creative landscaping and architecture can make rail transit a positive, integral element of the city. Transit development and acceptance is as much a philosophy as it is a physical element of society. Land use planning and development should be an important element in LRT (and indeed other forms of transit) planning. Success appears to rely on the ability to educate and build partnerships between political, business, and citizen forces early in the decision process. Many initiatives can begin even before the rail system is built; zoning with emphasis on higher density development, accessibility and cost of parking, structuring bus service and support facilities to operate much like LRT, etc. Many can be initiated without staggering capital costs and can help lay the groundwork for rail system implementation.

And lastly, I did hear the session with Donald Pickeral, the economist who created all the fury from the rail community with his report for UMTA on ridership estimates and rail costs. Whether one agrees with the information in the report or his approach to the topic or not, the thrust of the report credibly suggests caution in how the early planning and engineering study information is used in the decision process. Most of the information will change as greater detail is developed. Major decisions should reflect an understanding of that and not be made without consideration of the range in scenarios which could occur over the life of the project.

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