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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

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AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JULY 10, 1990

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

1. * Minutes of the June 26, 1990 Board Meeting.
2. Chairman's Comments
3. Update on Northeast Corridor Alignment Study - Discussion
4. Update on South Corridor Alignment Study - Discussion
5. * Authorize BRW to hire Basile Baumann Prost & Associates as a sub-consultant for Midway Corridor LRT Economic Impact Forecasts.
6. Update on Regional Coordination Plan - Discussion
7. * Approve Partial Payment No. 1 to SRF, Inc. in the amount of \$1,571.89.
8. * Authorize Regional Railroad Authority staff to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with Agreement No. RCRRA-90-001 for the Northeast Corridor Alignment Study.
9. * Ratify Partial Payment No. 8 to BRW, Inc. in the amount of \$75,747.93.

* Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 26, 1990

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

MEMBERS PRESENT:

Chairman John Finley
Commissioner Diane Ahrens
Commissioner Duane McCarty
Commissioner Warren Schaber
Commissioner Donald Salverda
Commissioner Ruby Hunt (entered during Item 2)
Commissioner Hal Norgard (entered during Item 2)

Also Present:

James Van Houdt, Robert Clarkson, Jim Steinworth, David Minister, Jim Walsh, Sean Kelly, Jill Goski, James Tolaas, Kathryn DeSpiegelaere, Frances Glendenning, Terry Schutten, David MacMillan represented the County Attorney's Office, Dick Wolsfeld

1. Minutes - of the June 12, 1990 Regional Railroad Authority Board Meeting

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

The Ramsey County Regional Railroad Authority approves the minutes of the regular Regional Railroad Authority Board Meeting held on June 12, 1990, as written.

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

2. Chairman's Comments -

Chairman Finley said he has no comments at this time, as he would like all the Board members to be here, as we have some very important decisions to make as we are narrowing the alternatives on each of the alignments in the Midway Corridor, so it is very important that everyone be here as we go through them.

Chairman Finley stated that the recommendations that are being made today have been through the particular Task Force in the affected area, and the alignments in all three corridors, Midway Corridor, the sub-alternatives that you are going to be asked to consider here have been through the Midway Corridor Task Force. The Downtown area has been through the Downtown Task

Force, and the Capitol Area through the Capitol Area Task Force. So, we have had the citizen in-put, and these have also been through the Inter-governmental Committee which he chairs, which consists of the members of the County Boards and the regional agencies.

Chairman Finley turned the meeting over to the staff, and to Dick Wolsfeld to proceed through each of the alignments in the Midway Corridor.

3. Consider resolution on Midway Corridor: 1. Subalternatives for alignments, 2. Downtown St. Paul, and 3. Capitol Area.

Kathy DeSpiegelaere mentioned that you will be asked to make decisions on three items, one is the sub-alternative for Midway Corridor, one is for Downtown, and the third is the Capitol Area. In the documentation there is included a resolution for your consideration. First they would like go into the alignments for Midway Corridor.

Dick Wolsfeld, BRW, Inc., had prepared a series of slides and overheads. We are going to talk about specific alignments in each of the four areas, the Soo Line - I94 area, University alternatives, and the BN-Pierce Butler, take a section from University over to Raymond, and then from Raymond over to Lexington, then we will go into downtown, and the Capitol area. He pointed out the corridors, and then they have different routings within the corridor alignments. They are picking a preferred alignment within each of the three corridors, they will try to stick to the alignment options within the three corridors.

The first slide shows the Soo Line crossing of I94, and then they will be talking about the alternatives within this corridor of either being in the median of I94, down the middle, or being on the North Frontage Road with two way operation on the North Frontage Road. If they are on the North Frontage Road, they would be on the south part of the North Frontage Road, so there would still be room for the parking lane, two lanes of traffic, and they would build a retaining wall in that side slope of 94 in order to support the light rail. When you put the light rail down the center of I94, as part of Mn/DOT's plan to reconstruct the freeway, those lanes would be relocated to the outside, leaving the room for the median, and there would be a short retaining wall on either side of I94 in order to accommodate that increased width in the center. Then, the bridges, there are six of them, these would have to be expanded.

Commissioner Hunt asked if he means expanded, or would they be completely rebuilt. Mr. Wolsfeld said they would be completely rebuilt.

Mr. Wolsfeld moved to a slide of the intersection of Snelling, again, we would be in the median on one alternative, and we would be on the North Frontage Road. Because of the high capacity requirements at the intersection of Snelling, the traffic analysis indicated that they would have to have a very short tunnel from the MTC garage to the other side of Snelling in order to provide adequate capacity at the intersections. With

that North Frontage Road alignment alternative, we would have a short piece of tunnel as we would go underneath Snelling. This bridge would also have to be reconstructed. To give the Board an idea of what that might look like in the median of the freeway, he inserted some slides from Portland. This is a portion of the light rail system that parallels the freeway. In Portland the freeway is on the right hand side, so it is not down the median, but it still gives you a flavor, generally there is a cross bridge and then off of that bridge there is pedestrian connections down to a center platform. There are elevators for the elderly-handicapped which comes down, and there is pedestrian access. One of the nice parts about this is that between the roadway and the center platform the vehicle also exists, it provides some variance. We would have 24 foot wide platforms, and he believes Portland's are 16 feet. We are talking about a little more to provide a better connection so people would get on and off the vehicles. Also, our platforms would be raised if they go with the high platform, and Portland's are curbside, sidewalk loading.

Mr. Wolsfeld showed several slides showing, access, position of vehicles. He tried to explain the image of what it would be on I-94.

Mr. Wolsfeld continued, we still have the two options in the median, or on the North Frontage Road. He talked about how the intersections would work on the North Frontage Road if you are running two way, we would cross over to the north side of the roadway in order to locate the station across the intersection, and avoid any direct interference with the off ramp from the freeway, so we would be located and transition across that lower volume frontage road, have to acquire right of way for a station, park and ride, feeder bus, cross over, and then when the ramp is gone, we would cross the road again, and come back on the inside. This would be the typical operation.

Chairman Finley asked about this intersection, which is Lexington, there is a filling station there, what about the off ramp for those people who would be going north on Lexington, which would be a right turn for them at that point. Would they be crossing then the track? Mr. Wolsfeld said yes, the track would be located right there, so all of the traffic on Lexington would be crossing the track. If I came off, made a left turn, and went to the south, or if I were northbound, and got on to the on ramp, or on to the frontage road, I would not cross.

Commissioner Norgard asked about having a tunnel there, and Mr. Wolsfeld said the capacity analysis indicated that there is enough excess roadway capacity to where we can take some out of the intersection, but at Snelling the traffic volume is much higher.

Chairman Finley said then each of the intersections would be similar to this, like Dale, Western. Mr. Wolsfeld said yes.

Commissioner Ahrens would like to know if it goes down the middle, then does the Highway Department have to expand the road into that Frontage area. How do they accommodate it? Mr. Wolsfeld said they would build a retaining wall in that side slope of the freeway on either side, then they would dig

that out, and then they would put the lanes down, they rebuild them further to the north, or further to the south, leaving the right of way in the median.

Commissioner Ahrens had heard that was scheduled for the summer of '92, and this sort of puts a crunch on anything we would do, she asked for a comment.

Mr. Wolsfeld said they have met with the Minnesota Department of Transportation staff, they meet with them every month, and they have told us that if in January of 1991 you select where you want to be we can accommodate that construction. This is not talking about who is going to pay for it. They can accommodate it and still meet the scheduled reconstruction of I94. So, we have until January of next year, if the decision is made, it would not impact their schedule. They have not begun final design on any of that work, so nothing is being wasted. They are not working actively on the construction plans for that at this point. They are going to start those in late winter or early spring of '91.

Commissioner Ahrens asked what this means, would they reconstruct their road in terms of our need, and just leave us the space. Mr. Wolsfeld said yes, again, he mentioned the funding as to who would pay for those widened bridges, and the incremental cost of the bridge reconstruction, and incremental cost to build the retaining walls, that has not been discussed.

Chairman Finley said the frontage roads, essentially, would remain, if it is in the median, the frontage road as we see them now would remain the same. Mr. Wolsfeld said they would remain identically the same, there may be some right of way impacts where the bridges are widened, and that analysis has not been done enough to know whether it is. If it is, it will not be severe.

Commissioner Hunt would like to know if light rail does not go down I94, then they would not have to reconstruct any of those bridges. Mr. Wolsfeld said they are planning to rehab the bridges, they would not lengthen the bridges. We would want them to move the columns back, so they could move the travel lanes out, they would not do that. Although we have had some conversations with them, that this is a once every thirty year event, and it might be a good idea to reserve some right of way down the center of that roadway for HOB lanes, for a future additional lane, bypass lanes.

Commissioner Hunt said then they would not be taking those bridges out completely like they have done on Wabasha. Mr. Wolsfeld said under their program they would not. He is not sure. Mr. Tolaas added that they are not going to tear the bridge down, they are just going to resurface.

Commissioner Hunt feels this has to be clarified, as the difference in cost would be considerable. Mr. Wolsfeld said it would be about \$6 million.

Commissioner Schaber asked if we put it down the middle, would we take basically one lane on either side of that median, or would there be more than one. Mr. Wolsfeld said the number of lanes before and after will be the same, light rail would take about two lanes, a little more than that, out of the middle, as we would leave the right of way in the center wide enough to

include a station, so rather than bow the lanes in and out where the stations exists, we stay with a constant right of way, so it is about from the outside edge of the lane to the outside of the other lane, it is about 54 feet, this is what we would be taking, so you have to move 27 feet on either side to provide the width for a station and light rail tracks in each direction.

The travel time differences from Oak and Washington in this area is about 17½ minutes in the median of the freeway and about 22½ minutes on the North Frontage Road, with the same number of stations, and you will be receiving travel times from Jim Tolaas on the University Avenue which is the 28½ to 30 minute range. So, the difference in travel times go from 17½, 22, and up in the high 20's. There are more stations on University Avenue which also add to that travel time. For this comparison purpose, the 17½ and 22½, they kept the stations the same, in some areas you can go 55 miles per hour, and there you can go 30 miles per hour.

Mr. Wolsfeld discussed Dale, the same issue, then this is the difficult part, as to how we get out of the median into downtown, or in and out of the median of the Frontage Road to serve the Capitol Area into downtown, this will be discussed later.

This was an overview of the two alternatives. He said there was an evaluation which was done on the two way North Frontage Road versus the median, but he did not go over all the questions, about the cost which is fairly important. The required reconstruction of seven bridges, estimate of \$5million dollars over and above what the cost would be. The stations are more expensive in the median, than they would be on the North Frontage Road, also the estimated cost of the retaining walls. Also, you may have to purchase more right of way for the stations at each of those major intersections, and you still have a retaining wall in order to put the light rail transit on the south part of that North Frontage Road, then you have the tunnel at Snelling, and then one grade separated station at Snelling. So, in summary, the recommendation is to put the facility in the median, and the rationale is that it does provide the faster travel time, it minimizes the incremental right of way that is required. It would have a construction right of way cost in order of magnitude in the same to \$10 million dollars less than the Frontage Road option. This was agreed to by the Technical Committee, the Inter-Governmental Committee, as well as the Midway Task Force.

Commissioner Ahrens would like to have Mr. Wolsfeld talk about this option in terms of accessing. From the pictures shown, we would have to access it from some facility up on across the bridges, and so you would have to have a place where people could be dropped off if they did not come by bus, from a passenger car, or park their car, and then walk to that point.

Mr. Wolsfeld explained this is kind of a schematic of the station at Dale, which would be in the median at 94, with the tracks in each direction. We are looking for bus dropoff of possibly widening the bridges, and having

bus dropoff on the bridges, given that the Frontage Roads are one way, there is no turning movements as people are not turning right as it is a one way street, so if they widen the street, the buses could pull out and drop off passengers, and then we then could have vertical access down to the platform from either side. The pedestrian would have to come from the sidewalk system out on to that bridge, then to those vertical connections. Passenger pickup and dropoff is problem under either of the alternatives no matter whether the station is here or on the north side, in that they are either going to do it along the Frontage Roads, or you are going to have to acquire some property and provide some off-street places to perform that particular function. If you did the same thing, out of the median up on the frontage road, where we cross the frontage road, purchase some right of way, and have the station, you would have the same kind of problem in terms of pedestrian access. However, a pedestrian waiting on that platform is better than waiting down in the median of I94. That is probably the major negative of being located in the median. If any of this Board stood on the platform in Portland, there is no question, you can hear the freeway alongside of you, and so that is why they have talked about a wider platform, and the vehicle is on either side. We may go to some kind of barriers between the vehicle and the traveled roadway to minimize that impact also.

Chairman Finley commented that the point is that you are providing a safe access from the bus, if it is in the median on I94. Mr. Wolsfeld said yes, get off the bus, sidewalk, and down, they would not cross any. If the buses are located on those sides, the other thought is to pull them off. The MTC would prefer to leave the buses on the street if they could rather than have them pull off the street, pull into an area, drop people off. This adds significantly to the travel time. They are looking at both of the options, but if they could put them on the bridges, and there is enough capacity, that appears to be the preferred alternative.

Commissioner Schaber would like to know if they have included in the cost estimates, regardless of which way they structure this. Mr. Wolsfeld said they are working on those park and ride locations. The budget for Midway Corridor is \$1.2 million for park and ride, that is a little on the thin side he thinks. There is still the question of how much park and ride does one provide, versus, do you rely upon more feeder bus and passenger pickup and dropoff. It is probably going to be a combination of land availability versus need, and how you trade that off.

Commissioner Schaber asked for a figure as to basically the cost of constructing this in the median as opposed to the Frontage Road, gross cost. Mr. Wolsfeld said he could not, they have not done that, he just has the increments. We will have this information. The incremental cost of the median versus the Frontage Road is that the median is from zero to \$10 million dollars cheaper. The order of magnitude cost for the Central Corridor, this does change, you can have Downtown St. Paul, Capitol, Midway Corridor to Oak and Washington, Oak and Washington to Downtown Minneapolis, Downtown Minneapolis tunnel to the Convention Center, and that whole package including the yards and shop in RTB's plan varies between \$372 and \$430 million dollars in 1991 dollars. We have been

using \$400 million, and the variation depends upon which of these corridors is selected. The order of magnitude cost for Midway Corridor from Oak and Washington to Downtown is in the \$100 million dollar range. He is talking about a difference of zero to 10%.

Chairman Finley asked if there are any other questions regarding the recommendations as to I-94, the two alternatives for I-94, the recommendation is to be in the median.

Commissioner Salverda asked if this came through the Advisory Committee, what was the dialogue on this.

Chairman Finley said he could speak to the Inter-Governmental Committee, which was a poorly attended meeting, questions were about the same type which have been asked today, but it was unanimous on this particular alignment. He does not know about the Midway Corridor Task Force.

Ms. DeSpiegelaere reported that the Midway Corridor Task Force was that they voted, with one abstention, in favor of it. There was a discussion of the Frontage Road as being a good option, but it was similar to University Avenue because of slower speed. For that reason it was felt advantageous to keep it in the median.

Commissioner Schaber said we are going to be asked to make a decision as to whether we go Frontage Road or median, but how does that interreact in getting into downtown St. Paul, are there significant advantages and/or disadvantages of going one way or the other.

Mr. Wolsfeld said no, they are different, there is no basic tripling of costs, or those kinds of things. To get out of the median is obviously more difficult than to be on the North Frontage Road, but if you are going from the median directly to downtown which is some of the alternatives, you have to go across half of it, if you are on the North Frontage Road, you have to go across both sides of 94. If you are going to go on the north side of 94 to provide different service to the Capitol, then you are on the North Frontage Road, and you are already up there, then you have to come out of the median and go across it. In terms of the total, it is not a significant.

Commissioner McCarty asked about the stations, as passenger comfort needs supporting. Mr. Wolsfeld said, first, there will be an elevator in each of those stations so if you don't want to use the stairwell, the elevator will be there. But, you have to make about a 20 foot transition from the bridge over 94, down to that center platform. The nice thing about it is that we do not have any constraints, we can push that station as far away as possible. They are talking about maybe moving it a little more, then they could build a pedestrian crossing at a 1/4 mile street down, and get access from both ends to the station, so some of the neighborhoods could walk right to the pedestrian crossing and access down, which is another advantage. There will probably be some steps, then a landing, and some steps and a landing, and down you go.

Commissioner McCarty asked about the elements. Mr. Wolsfeld said when there is snow, ice, this is the disadvantage of being in that median. We are talking about doing some things in terms of barriers to mitigate that. Portland has more rain than we do, and it is not a problem, but it is not blowing up from the freeway, there is enough separation for that. There also will be shelters on the platform, and probably windscreens on the platform. It is very different to be standing in the median of a freeway waiting for light rail versus being up next to that North Frontage Road, kind of off the roadway waiting for a vehicle. It is a different experience.

Commissioner Schaber would be very concerned about steps going down and up, there is a tremendous liability exposure there, if they were not covered, or an escalator or something. You have four to five months of the year that you have some problems.

Mr. Wolsfeld said you can put escalators in, and it is obviously a maintenance and a cost item, but the higher volume stations you might have to.

Chairman Finley said we have seen it in Washington, where there are lots of people, with huge escalators.

Ms. DeSpiegelaere said that in Calgary they have enclosed stations in the freeway. Mr. Wolsfeld showed a slide from Calgary, you can cover that very easily.

Chairman Finley does not think there is any question when you get to the station design, we are going to have to cover any access to any of these regardless of where we are in any of the alignment, any stairways, anywhere you have to be moving up and down, you have to be covered.

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

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 Inter-governmental Committee, Downtown Task Force, Midway Corridor Task Force, Capitol Area Architectural and Planning Board, and other; Now, Therefore, Be It

RESOLVED, That in the Environmental Impact Statement for the Midway Corridor on I-94 from the Soo Line intersection with I-94 to Rice Street, the alternative of LRT in the median of I-94 will be examined further.

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

R90-
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James Tolaas presented the University Alternatives, University is obviously considerably a different section than I-94 provides in that it is an arterial street, it is anticipated to travel much slower, it has stations spaced at 1/2 mile intervals instead of one mile intervals at all the major intersections. The real difference in what we are looking at in terms of alternatives at this point is how often you let cars cross that street, and how often you let pedestrians cross that street.

Mr. Tolaas showed some aerial shots of University Avenue, starting at the west end, the University Stadium, Beacon Street, the University itself, Washington Avenue. Beacon is the actual street portal for the University of Minnesota tunnel where it will exit. For information on all corridors, they all have to meet up with that portal, whether it be the southern alignment, University or the BN Pierce Butler. This shows that it is a very well developed section, commercial properties, very heavily transit and pedestrian traffic. Another shot was shown with Prospect Park, a University of Minnesota parking lot, the University Transit. The intersection of Highway 280 was shown with the University Alignment, this is extremely well developed all the day down, and this is the one constraint that we have, there is a limited amount of right of way, and you cannot get into too much of right of way taking without affecting businesses substantially.

Another shot showed the West Gate Development Park which will be developed, a shot of Portland which shows what an arterial street configuration can look like, we have two lanes in each direction, LRT down the middle of the street, in this case there is a fairly narrow sidewalk. We would have to allow this on the University section, but it does show how it fits, how close traffic can be in terms of pedestrians, etc. In this case they have elected not to have a barrier in the center. At this point pedestrians could cross at any locations, this does present a safety consideration issue which we need to look at. Power poles are on the sidewalk side. In addition, when you look at Minnesota climate, we have to look at snow storage requirements, and what that splash of vehicles going by may introduce.

Mr. Tolaas continued, LRT on University requires a far side station design, and what that means is that you go through the major intersection before stopping at the station. He pointed out how this would look, and the configuration. This showed the left turn slot very similar to University Avenue, it is built into the shadow of the far side station. The footprint this makes on the side of the intersection is used by the left turn slot at the opposite intersection.

In fairness, we should point out that what he is showing is steps style vehicle without the high platform, so visually that platform and station may look a little more obtrusive. He showed different shots of this same configuration to show vehicle and pedestrian control. Obviously at the major intersections, you have to provide a different type of system to support vehicle traffic, and the signal system has to be compatible. The intent is obviously to allow a prioritized entry into those intersections of the LRT itself. You have to clear those intersections to allow the

train to get through and make up some of the time that is lost by stopping at all the stations. A shot of one of the intermediate pedestrian crossings that we are considering was shown, this will allow pedestrians to cross, but you want to force them through, to look up the track to make sure the train is not coming as LRT can be very quiet, but speeds on University are not considered to be that high, and you really want those patrons to look up the track to make sure a vehicle is not coming, and then proceed across. In this case they have not elected to put a barrier in the middle, but we would foresee a fence or something that would keep these people from crossing at any location. In this case there is only one lane of traffic to cross, you have a buffer between the lane itself, you have bike path, you have a boulevard and the sidewalk. On University you would have to be crossing two full lanes of traffic, two sets of tracks, and two additional lanes on either side, it is quite a difference. You do want to have some sanctuary or refuge area in the middle when the pedestrian gets across two of the lanes, he can actually stop and rest, and wait for a clear crossing.

A shot of the intersection of Snelling Avenue was shown, this is a very well developed section, this is its asset that it is well developed transit service with a lot of patronage to commercial businesses along the frontage, and it requires some pedestrian friendliness, and vehicle friendliness in order to maintain its vitality.

The intersection of Dale Street was now shown, you can see the number of turn slots that have been provided on University Avenue. This basically allows unrestricted vehicle movements at all of the cross streets. You can cross, you can left turn, all the vehicle movements are basically unhampered.

Chairman Finley asked what the sub-alternatives are that we are going to be asked to eliminate.

Mr. Tolaas explained the basic differences in the alternatives that we have looked at is how accessible it is to go to those cross streets for both vehicle traffic and pedestrian crossings. The initial review looked at 1/2 mile intersections, Dale, Hamline, Lexington, Snelling, and only allow vehicle movements for left turn slots at those major intersections, and similarly only allow patrons to cross at those major intersections. What they can look at in addition to that is taking 1/4 mile sections and allowing left turns as well. Right turn in, right turn out are always provided for, but left turn movements and cross traffic movements are under the 1/2 mile, 1/2 mile concept, are restricted to the major intersections.

The second alternative is the quarter mile intersections which makes it somewhat more accessible, but certainly not as accessible as currently which is about every 1/8 mile. What the compromise is is to provide a 1/4 mile left turn slot, and 1/8 mile pedestrian crossing so that the pedestrians can at least cross from one side of the street to the businesses on the other, cross over and walk one block to access a station or whatever. The tradeoff of that is every time you have introduced another intersection and signalization you slow that vehicle down, and the fastest scenario is where you have 1/2

insections, 1/2 mile stations, 1/2 mile pedestrian crossings, you are talking about a 26 minute run, as compared to 17½ and 19 on I-94. When you introduce those 1/4 mile intersections, you add a couple of minutes, you are up to 28 or 29 minutes. When you add the 1/8 mile pedestrian crossing, they feel it will drop off to about a 32 minute run, which compared to a 17½ minute looks to be a fairly dramatic shift at that point. The vitality of University and its advantages that it has a well developed commercial section, has complete land development on both sides, you have heavy transit use already, heavy pedestrian traffic, patronage will be very good. They have already extremely good patronage on the bus system. The bus is on a 37 minute schedule. We do pick up a little bit from the bus service, but we are not picking up a tremendous amount.

Chairman Finley feels that everyone is familiar with University, but we should concentrate on what it is that we are being asked to do, the three alternatives are 1/2 mile stations, 1/2 mile or 1/4 mile intersection turning, and 1/2 mile 1/4 or 1/8 mile pedestrian. He asked that Mr. Tolaas give the pros and cons as it relates to parking, accessibility.

Mr. Tolaas said the tradeoff is when you introduce the zigzag. At an earlier Work Session when you introduced that refuge area that the pedestrian needs to cross at intermediate points, it takes up a width of right of way in the middle of the street section. Where we are talking of only 1/2 mile intersections when we get by the station, we can weave that traffic back out and allow for parking along the street. When we introduce that crossing for the pedestrians, that refuge area uses up the parking space, and what we end up doing is each time we are trading some of that available parking or potentially extra width in our sidewalk area to buy those pedestrian crossings. In looking at sidewalk widths, which are similar to what was seen in the Portland slide, we are talking about seven to eight foot sidewalk widths at present. If you are looking at a section where there are ten foot platforms, you have left turn slots added at those 1/4 mile intersections, there are ways to narrow that, we could go to nine foot platforms, could pick up a foot or two here or there, but basically without right of way acquisitions we are looking at fairly narrow sidewalks, we are losing most of the parking, if not all of the parking on University with those 1/8 mile pedestrian crossings. The City has asked us to look at weaving factors and whether you can cheat on lane alignments at the intersections. You could pick up a few feet, but you will not pick up a whole lane, or parking slot.

Commissioner Ahrens is asking under which alternative are we presuming that there will be no bus. Mr. Tolaas said at present the ridership forecasts assume there will be bus service with any of the three alternatives we are looking at here. The frequency of bus service will be greatly reduced, but there will be for ridership purposes.

Commissioner Ahrens then wanted to know assuming there is going to be a bus regardless, how do you account, in terms of your ridership comparisons.

Mr. Tolaas said that the bus service for each of the three major build alternatives does vary, the supporting feeder bus network and local service is structured differently for a BN alignment as it would for University or I-94. When we are looking at University and these alternatives, there is a skeletal bus system remaining on University Avenue for ridership forecasting. It is assumed that it will be in the area of 1,000 to 1,500 riders per day, and that the level of service will drop off to say 1/2 hour headways. It is really to provide the elderly person or whoever has been using some of those businesses, who is getting^{on} at one corner, and riding three blocks up, and getting off at another corner.

Chairman Finley said the three alternatives that you will be talking about today on University Avenue, there would be a bus on all three alternatives. Mr. Tolaas said this is the case, at about 1/2 hour headways, and it doesn't cut significantly to the LRT ridership.

Mr. Tolaas added, in looking at ridership, they are trying to look at overall transit ridership, we are not just looking at LRT or bus, we are looking at combined transit.

Chairman Finley asked how many lanes of traffic would there be with these three alternatives.

Mr. Tolaas explained the configuration under any of these is allowing for two lanes in each direction, because of the restrictive width the bus would be forced to stop in the right through lane of traffic, and in addition, if we are looking at even left turn slots, if you put in a left turn slot, it takes out a whole block and a half of parking. The option could be to leave that lane and a half of parking in, and let people left turn from the left through lane, and restrict it from four to six o'clock. You can get into some of those things, but it obviously has traffic implications.

Chairman Finley was trying to make the point does it make any difference on any of these three, and Mr. Tolaas said, no, in each case, the bus would stop in the right through lane, and the parking means you would lose about half the parking when you introduce half-mile intersections.

Chairman Finley referred to page 15 of the documentation, where the alternatives for travel time, impact, and Mr. Tolaas said they are recommending the 1/8 mile pedestrian crossings, 1/4 mile intersections, 1/2 mile stations. All of the on street parking is lost under probably the recommended roadway design. What we are looking at in terms of compromise is seeing what type of narrowing, etc.

Commissioner Salverda had the same question as before, what kind of dialogue and discussion took place at the Advisory Committee.

Chairman Finley said it was unanimous at the Inter-governmental Committee, the questions were along the same line, the concern on University just as University because of the parking, the understanding that there will be no

parking, understanding that there will be a problem with snow storage, and those types of questions were raised then, they all know about it.

Ms. DeSpiegelaere said of all of the recommendations being recommended here today were approved by all of the Committees.

Chairman Finley added that one of the things on University Avenue, and the reason for the recommendation of 1/8 mile pedestrian crossing is the fact that we had it at our Work Session, that we have to get the people from one side of the street or the other if this is really a commercial street, and we can't just have them running across the tracks any place. As result, the closer we get the pedestrian crossings, the less interference you have with movement for commercial purposes of the walking public. I think that it was probably one of the things that really had not been looked at as to how you get from the north side of the street to the south side of the street if you have this new vehicle in the middle of the street, you do not want people just crossing the tracks at any place, not even at the corners.

Commissioner McCarty asked what impact will we have with regard to emergency vehicle access, like Midway Hospital, are there any other emergency conditions and situations. Mr. Tolaas said they have sent a letter to Fire and Police to introduce their coordination as to what requirements they would look for, they would preempt the signals, the barrier is an eight inch drive over curb to keep autos from moving off the roadway into the LRT system. At 1/4 mile intersections, they could cross, but he would imagine they could drive over that eight inch curb if they really had to. That will certainly be looked at. They have priority. In fact St. Paul has already said that is no problem.

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

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 Inter-governmental 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 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.

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

R90
34

Chairman Finley commented that we are being forced into spending hundreds of thousands of dollars looking into all these. There is a consensus that University Avenue is not going to do what light rail is going to do, but we are forced into it because of the requirements to look at it from the EIS and from the City standpoint. We may have to rehash this as none of these three alternatives meet what we consider criteria.

Chairman Finley called on Dick Wolsfeld to take the alternatives 3 and 4 together to speed this up.

Mr. Wolsfeld explained the differences here will be how do we get out of University, and then we have a break at Raymond, and then over to Lexington, there are some alternatives, either down on Pierce Butler, up on Energy Park Drive, or along the transitway, or cutting through a rail yard. He ran all these slides at the same time.

The slides showed the proposed location of the busway between the East Bank, West Bank, St. Paul Campus of the University, and the alternative here is to be on the south side of the busway, that same right of way to be in the center of the busway, or to cut through a rail yard. Mainly, the issue related as to whether there was sufficient right of way available to do that, initially to find the alternatives, that was questionable as they got into more of the engineering studies of that, they found with very few exceptions there is sufficient right of way to run the light rail adjacent to, and south of that bus way. Running it on the busway where you have the buses running over the track presented some operational difficulties, so once they found that the right of way was available, and they could get rid of the operational problems, and not have to find an alternative route, most of the committees agreed that was the preferred location, and is to be on the south side of that transitway. They then end at Raymond, so that is the proposed location to be adjacent to that busway. The busway had then left us and gone up to the St. Paul Campus.

The kind of construction and image that exists in that area is similar to what he showed on a slide from Portland, you might view that as going underneath the bridge at 280, with the light rail transit. Now, we are at Raymond, and we have two options, to go from Raymond over to Lexington, and those two options are one, to go along Pierce Butler to get there, the other is to go up on to Energy Park Drive, and to follow Energy Park Drive through the area.

Another slide could be used to think of lrt in the median of Energy Park Drive, you can see it is a fairly circuitous kind of route through that area, there are a lot of driveways and curbcuts, and individual properties that exist along the area and the LRT would be impacted. In some cases we would have to allow right turn in and right turn out only, and not allow the vehicles to cross that. On the major public streets we would allow that crossing. Whereas, when we get over to the Pierce Butler alternative generally it is differentiated, there are not many curb cuts and it is easier to fit the LRT into the area. Back on Snelling they are both under Snelling.

Mr. Wolsfeld pointed out the intersection with Lexington, and then they come together, they would either be along Pierce Butler, or we are now coming out of Energy Park Drive, across this parcel, and then into that BN right of way. This is that one section where we would be in alongside of the BN right of way, and then it is the same alignment alternative to get into downtown St. Paul, so the options exist from Lexington up to Raymond, and from Raymond to University. The Committees generally felt that there is less interference, and LRT would work a little better on the Pierce Butler side than on the Energy Park Drive.

Recommendation is to be adjacent to the transitway, first that the right of way is being acquired and there is sufficient right of way with minor exceptions to provide that. It does provide potential to service the area between 280 and 27th Avenue, where if you get up on that RR right of way, you are in the middle of a very old RR yard with little potential for service, and by operating adjacent to rather than alongside, or in the same right of way as the transitway, we avoid some operational and safety problems.

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

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 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.

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

R9035

Mr. Wolsfeld then said the recommendation on the piece from Raymond to Lexington, there the recommendation is to be on Pierce Butler, the right of way is more readily available, we can get slightly higher travel speed, because of the lack of that interference in Energy Park Drive, and there is less interference with that adjacent development.

Commissioner Ahrens has very mixed feelings about going this way, it is just who is going to ride it, whether this is the tradeoff we want to make at this point.

Jim Tolaas said that the Task Force concern was that they felt that the Energy Park might provide better access to the business frontage, but if you look at the station locations, the stations for the Pierce Butler alignment are only about a block off from what the Energy Park stations would be. Even though the alignment looks to be away from Energy Park business, it does serve that area. Regardless of how close the train may pass by a business it is only where you can get on and off the vehicle that counts, and the station locations do provide access with either alignment, but it does provide what is considered reasonable access.

Commissioner McCarty asked about the travel time, and Mr. Tolaas said it is only a couple of minutes, it could be 24 to 25, the recommendation is for the quicker time.

Commissioner Schaber would like to know if there are any projections on ridership differential between the two alignments. Mr. Wolsfeld said there isn't. The two major things that impact the riderships is the travel time, and then the proximity of the stations to people who want to be served. When you look at where the stations are as opposed to where the route is to connect them, they are very very close, so at this point, you say the patronage is about the same.

Chairman Finley said that Energy Park essentially goes from Snelling to Lexington, so where would the station be on the Energy Park route. Mr. Tolaas said one would be on the side of the Bandana Square Development. One would be in the area in the old K-Mart parking area, and the other would be to get over Lexington. On Pierce Butler there would be one at the Snelling intersection, and also at the Lexington intersection. The right of way on Pierce Butler is sufficient to support an LRT installation. where on Energy Park Drive you would actually have to buy an additional right of way.

Commissioner Ahrens cannot conceive of anyone using that access to Energy Park, the distance is quite a walk, it would take a hardy person. Chairman Finley said he would think you would have buses going into Energy Park, similar to a Circulator. There has been no indication from the businesses in Energy Park that they would provide shuttle service.

Mr. Tolaas said one of the big concerns is that when LRT goes down Energy Park Drive, it does restrict auto movements to right in and right out.

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

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, on Burlington Northern Pierce Butler Route from Raymond Avenue to Lexington Avenue, the alternative of LRT on Pierce Butler Route will be examined further.

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

R90 3b

Dick Wolsfeld discussed Downtown St. Paul, they had narrowed a series of alternatives down to three options that were analyzed in some detail, and those three operations were contra flow operation on Cedar and Minnesota, with a two way semi-transit mall on Fourth Street, and then a two-way semi-transit mall on Cedar, with contra flow operation on Fifth and Sixth, and then the third alternative was a semi-transit mall on Cedar, and a semi-transit mall on Fourth Street, and then reversing the direction of traffic flow on Minnesota, and converting Robert to a one-way northbound. So, you have a contra flow loop on Robert and Minnesota, just as we have the same on Wabasha and St. Peter. So, Cedar would be taken out of the street system, and then you would have a system of one way streets throughout the downtown area.

As they did the evaluation with the Downtown Task Force, they started looking first at traffic, and with putting the stations on Fifth and Sixth Street, this required them to go down to one lane of traffic in each direction on Fifth and Sixth Street. Given that Fifth and Sixth connects to 94 to the East, and with all the new constructions and connections that have been made to Fifth and Sixth Street through the tunnel area, that is a major East-West connector and they found out that there is not sufficient excess capacity in the downtown street system if they would close those streets down to one lane in each direction. So, the Committee unanimously decided to drop that alternative.

They then did more detailed studies of this alternative B and alternative M, and those studies focused on concerns about alternative B if there is a major problem at the intersection of Fourth and Cedar, where we would have to make a turn so they would continue with the contra flow operation. That intersection would require them to shut that entire area down when a vehicle would move through there, and that would happen every seven minutes. This was a major concern.

Mr. Wolsfeld continued, the next one is the impact on the Norwest Center, we have a major impact on them in that their loading dock is located, and they have a drive thru, as well as a parking exit, and we would shut down the drive thru bank facility at the Norwest Center. That was not received with a lot of enthusiasm, and they could not find an obvious location to relocate their loading dock. Next, with this alternative, those are station options, we only have two stations in the downtown area, whereas with the two-way, two-way semi-transit mall we have three stations. There is the Lowertown between First National and Kellogg and then another area to serve the World Trade Center Complex in the Town Square area. The last consideration there was also some impacts on the parking ramp access to the Holiday Inn drive-thru facility would be cut off, and they would also have to shut off one of the entrances to the parking ramp.

There were some significant impacts as they dropped down to a finer level of detail, and he did not go through all of them, but he showed the scale of each level they were looking, so they looked at each entrance, each loading, skyway access, how the system would function, the ability to get in and out of all of these driveways, and on the basis of that, the unanimous conclusion of the Downtown Committee was that this alternative of a two way semi-transit mall on Cedar, and a two way semi-transit mall on Fourth Street that this was and is the preferred alternative. He is very happy to report that this Committee completed this work four months ahead of schedule. It was a very complex subject, they worked very hard, and he thinks they did a great job.

Commissioner Ahrens asked if they looked at how the South Corridor into Dakota County would access this.

Mr. Wolsfeld said they did, he showed the alternatives, and on some of his layouts they drew it in, where they could have an extension to the south, so the corridor from the south could be between Wabasha and Robert and come right out of that intersection. The second alternative is to go out the east, and then go along the Lafayette Freeway, and cross the river to get to the south. So, the options are over at the Lafayette Freeway or between Wabasha and Robert Street. On the preferred alternative they did not draw it, he pointed this out. This would leave a full range of options to the south open.

Chairman Finley said by semi-transit mall you mean that vehicles would be able to get in and out of parking ramps, and that type of thing. Mr. Wolsfeld said yes, it would be one lane available for automobile access with the exception of where the stations are located. Where there is a station located, that takes the entire block in order to provide the platform and the sidewalks, there is a center platform, light rail in each direction, and then when there is a semi transit mall there is that automobile access and the sidewalks remain. Where we have a lane to get access to the loading docks, parking ramp facilities and alleys.

There next phase of work with this is to go and meet with each of the individual property owners along that alignment, and talk about the impacts of light rail on their facilities, so we know how the loading docks operate, the importance of the alley, the hours of operation, the parking ramp access, and work with each of the individual property owners.

Chairman Finley said each of the main businesses have been represented, or were at informational meetings where they had an opportunity to be made aware of this. Mr. Wolsfeld said both Bill Buth of BOMA and Richard Hadley of the Chamber did an excellent job of getting the building owners/and/or managers both to the Downtown Forums which were held as well as representation on the Task Force.

Chairman Finley was very impressed with the attendance at those meetings and the information that went out, as they had an opportunity to be heard, and the issues that they were comfortable that they were receiving enough information, and that their issues would be addressed. He concurs with Mr. Wolsfeld that he thinks that we have to give them a lot of applause for this is a very, very difficult decision, possibly more so than some of the other alignment decisions that are made on Corridors. Yet, this was made far ahead of schedule by people who took of their time to make sure that they were properly represented, it is a credit to the business community and property owners as well, and he feels the Board should put together a resolution to this effect if someone would like to make a motion, so that Ms. DeSpiegelaere could put together a resolution that we could send to BOMA and to the Chamber, as well as the Task Force Membership for getting out the work, and also being able to make a decision far ahead of schedule which really helps us.

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

WHEREAS, Ramsey County Regional Railroad Authority has formed a Downtown Task Force to make recommendations on alignments for Light Rail Transit within Downtown St. Paul; and

WHEREAS, The Saint Paul Downtown Task Force has held regular meetings to review information and has made a recommendation on the surface alignment for Light Rail Transit in Downtown Saint Paul several months ahead of schedule; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority commends the members of the Saint Paul Downtown Task Force for their work, and especially commends Bob Bach, who has chaired the Task Force meetings, Rich Hadley and Bill Buth, who have brought together all affected parties who participated effectively in the process of light rail transit planning.

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

R90-37

Commissioner Schaber has another thought, the possibility of going toward the Airport, how do we get out of the downtown area if we wanted to do that.

Mr. Wolsfeld said it would be with great difficulty, it is very difficult to imagine a transition to Shepard Road and/or West Seventh Street out of that downtown area, as Fourth Street deadends at the Civic Center. Then the grades at Kellogg down to Shepard Road are severe, so you have the option of staying high and then going down, you either go on the north side or south side of the Civic Center Complex, and both of those, the new intersections of 7th and 8th and 5th and 6th are full, there is an excess capacity, and you have grade problems to make that connection. They have not spent a lot of effort on that connection, it is in the Category 4, at the end of the time period, it will take some work and ingenuity to work that out.

Chairman Finley said that would be true with any option downtown. Mr. Wolsfeld did not want to bring up the tunnel issue, but imagine this in a tunnel, and trying to make that connection. You cannot have an underground, there is a lot of engineering and safety problems with an underground at grade connection with tracks crossing. To make that connection with a tunnel would be even more difficult.

Commissioner Ahrens mentioned when we get to the next section, she did want to bring up the high platforms which she has a concern, as we discuss this in our intergovernmental groups that our position may not be receiving its proper interpretation. She does not know how you are going to interpret that when you talk to the business community, as it is certainly going to make a difference to them whether we have high or low platforms in terms of what it does to the street. She thinks we ought to as a Board take another look at high platforms, not that we may not use it, but just in terms of the policy statement that we passed, as she does feel that it is being quoted, and apparently both Anoka and Hennepin both have a position on this, it sounds like we are all locked in and that they are driving a position of high platform, and she is not sure we are ready to do that yet. She does want to bring that up for some discussion later.

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

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 Inter-governmental 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 in Downtown St. Paul, the alternative of two-way LRT on a transit mall on Cedar Street and Fourth Street will be examined further.

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

796-38

James Tolaas discussed the Capitol Area, and he pointed out the alternatives that were considered at University and North, Jackson Street on the far east, Marion, and Cedar Street down the middle of St. Paul, and of course, the mall area at the Capitol itself.

Using two major screening criteria, one being that LRT has to function on 5% or less on grades, and the urban design consideration is very important in the Capitol area, because of the Capitol Area Board interests they have in the mall area, the functional interests they have, not only the Minnesota Veterans Vietnam Memorial they hope to build in their court of honor, all these esthetics are important. What has been left after these screening criteria, with some significant grade modifications, University feeding into Jackson does indeed work, Columbus Avenue going across the frontage of the mall appears to work, to Cedar, both Marion and Rice approaching the Capitol area work well, 12th Street at the south side of the Veteran's Building and its location works in feeding into Cedar. They have one variation coming off of I94, coming up either into 10th Street or 11th Street and connecting to Cedar.

One final consideration, although it does not look favorable because of the visual impact, is a new structure across I94 coming from John Ireland Boulevard over into 11th and 10th.

Commissioner Ahrens had a question on the I94 connections, your proposal looks like you could only bring it way south of the Capitol, have you looked at any other possibility of the median I94 connections that would bring it in closer to the Capitol. Mr. Tolaas said you can climb out of the median, at Dale Street, and come up to either St. Anthony Boulevard or come through to catch 12th Street, this is not up in the center of the mall area, although currently the job concentration is on the west side of the mall. The Capitol hopes to build up an additional job market in this area, but currently more of the jobs are on this side, so if you are on 12th Street you are fairly close. The Minnesota Department of Transportation Building is the largest employer.

Chairman Finley said the problem we have here is trying to service the Capitol Area, but not be visually obtrusive, this is sort of a contradiction within themselves, where they don't want it there from the visual standpoint, but they want it there from the access standpoint.

Commissioner Ahrens feels this could be one of the highest usage areas that we have except the University of Minnesota, and in looking at this have you studied the possibility of even turning up and coming around so that you circle the Capitol because it is so hard to park up there, and this would be a real asset to them if we made it convenient, she does not think they would get off and walk four blocks, but if it added a minute or two to getting to downtown St. Paul, it seems to her the ridership would justify that.

Commissioner Norgard commented that the St. Paul Ramsey in this area is also a key factor.

Mr. Tolaas said physically you can do it, but the trade off is that you lose time, but it adds trackage. To frame the magnitude there are about 5,000 jobs in the Capitol Area, and there are 55,000 jobs in the Downtown area. So, in terms of looking at the minutes lost to people going downtown. The visitor riders are another factor. This is a valid concern. The Capitol Area is very concerned with visitor numbers.

Commissioner Ahrens said there is not an option shown, so she would like to see an additional indication that they could skirt the Capitol, this should be looked at as what you are selecting now sort of serves nothing, and what is the point in studying this.

Mr. Tolaas said that the Capitol Board members who did meet with them felt that a station in the location right in the center, have it connect with their tunnel configuration which serves all the major buildings around the mall would be the optimum station from their perspective. Ms. DeSpiegelaere said they did not want it on the surface there.

Commissioner McCarty asked about the three elements, the connection between the Airport, the Capitol and Downtown St. Paul, he is not getting a firm grasp of that.

Jim Tolaas said it is not their intent to circumvent the Capitol, they want to provide the best service they can to the Capitol, but looking at overall ridership, we do not want to lose riders who might intend to use transit to enter St. Paul because they have to go on too long a route. If you start making it too circuitous, riders drop off, time is a very significant element in attracting riders, particularly those who use cars as an alternative

Mr. Tolaas, in summary, discussed the recommendation that the alignments indicated 12th Street, University Avenue, Jackson to Columbus, and 10th and 11th which are the variations coming off 94, they eliminated the University to Robert, the Capitol Mall ones that are directly across the mall, with the grade problems, and also the tunnel investigation review is beginning.

Mr. Tolaas added the Capitol Area Board did not sanction the Columbus alternative, the City of St. Paul requested we introduce Columbus as an alternative into at least the second evaluation phase.

Commissioner Ahrens still does not think this will do the job if we are serious about looking at I-94. One thing Mr. Tolaas said is that the Capitol Area mentioned that might be one tradeoff factor is if you are coming off of 94, and have a station in front of the History Center, and could also get a second station, at the very north end of Cedar, just as you cross the freeway, entering downtown St. Paul, there you have targeted two points of the southern part of the Capitol Area, they have indicated this may be one mitigated measure

Chairman Finley said they do not want it going on University Avenue behind the Capitol. However, Mr. Tolaas said they do want us to look at this, but this involves a serious cut to put a low grade back there.

Chairman Finley asked what Mr. Tolaas meant by the elimination of University Avenue. Mr. Tolaas said there are two options on the rear side of the Capitol, one feeds into Robert Street and the grades just don't work, the other feeds into Jackson Street and a 14 foot cut at the Capitol in the area he pointed out would permit it, so one of them works, the other doesn't.

Commissioner Norgard, the potential, the Capitol is always going to be there, and as they develop that area on the hill which they will, they are going to take a lot of rental property they have in downtown St. Paul will be moved up there. You have to service that area, as well as service the Hospital.

Chairman Finley said what is being said is to look at another alignment, a way to get out of I-94. He thinks we have enough from the University and Pierce Butler alignments, but what Commissioner Ahrens is saying get up there so that we can utilize the possibility of those alignments that could possibly be servicing the University or Pierce Butler alignments as you come down, like Rice Street or Marion, get up there somehow so that you can come back around.

Mr. Tolaas asked if he is understanding that they do not only want to consider Columbus Avenue as a connection with I94, but also cutting all the way up to the north end to the back of the Capitol.

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

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 Inter-governmental Committee, Downtown 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 in the Capitol Area, study will be continued of surface alternatives of 12th Street, Rice Street, Marion Street, University Avenue/Jackson Street, Columbus Avenue, 10th Street, and 11th Street and their connections to downtown St. Paul and the Midway Corridor.

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

R90-39

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

Ms. DeSpiegelaere discussed the session on June 15th at which the implementation and organization of LRT was discussed. She said that Commissioner Ahrens and Commissioner Hunt may have something to say about this session.

Commissioner Ahrens said she learned three things, it was a very, very good session, and the people they brought in were just superb. They discussed the fact that there has to be an overall policy board to make decisions, that hires the project manager, to run the operation, and we haven't got it. This is one thing she learned.

The second thing she learned in terms of the turnkey, considerable time was spent on the issue of turnkey and design build. There were two people who sold turnkey, and two people who operated systems from the ownership point of view, and one of those had also sold turnkey at one point, that person made an astute comment saying that based on what he knew about the metropolitan area of the Twin Cities our need for citizen input, he thought the turnkey was not the way that we should go. However, she does think from what she hears that Hennepin is moving to turnkey. There can be modifications to turnkey, the whole thing does not have to be turnkey, you could have stations turnkey, or whatever. She thought this ought to be very carefully considered before we get locked into anyone on a turnkey approach.

The third thing was that people kept saying to us that we have got to at this time spend as much time on community participation, getting the word out to the public, etc. They discussed one system that lost \$20 million as they had not done the job they should have done. Having been involved in the 35E issue for many years, she knows what neighborhoods can do. The thing she would like to suggest is that we take a very close look at next year is getting someone on staff for handling this situation in such a way that we can get directly into the homes, she does not think it is too early to do that. We have worked well with our citizen groups, but she thinks that now it is time to send things directly into those neighborhoods, and get people involved who are not active in citizen type organizations.

Commissioner Hunt wished to comment that the reason Hennepin County is so enamored over the turnkey because it is anticipated that it would make the grants more favorable to Federal Government. However, the impression she got of turnkey is that it really does not have a track record for a major overall system. The only places they have used turnkey to any extent at all have been on the Detroit People Mover, and the Miami People Mover and the one in Vancouver. So, as a result, she does not think that turnkey has proven itself yet. The question you have to ask is that are you going to risk going into an unproven type of process that could get you into a lot of difficulty, and is the opportunity for Federal funding all that great by going into turnkey.

Chairman Finley feels that is a good point, that is what he felt too, it does not have the track record, and the ones who have utilized it have not had the cost efficiencies that they originally started out with, especially, like Miami.

Commissioner Hunt gathered also from the discussion there you could not have a turnkey on one part of the system, and a non turnkey on another part of the system.

Ms. DeSpiegelaere commented that each county doing something different, she does not think that would work.

Commissioner Hunt said, in other words, all counties have to agree as to what extent they are going to use turnkey.

Chairman Finley said it is important, it stresses that we have to get our act together on alignments, or those decisions will be made without us, and this is being felt at levels other than regional levels. The continual roadblocks that are continually be thrown, studies that are being restudied, that have already been studied, bringing up things that the City has done is expanding out, the Legislative Study Commission, those people are getting very concerned, those people who have been supporters of the system are very concerned about not being consistent because of what continues to occur at the City level.

Commissioner Ahrens said this overall policy board which we do not have is the one that should really be making those decisions, and not county by county, so when it comes to making a decision whether it is turnkey or design build, that decision should really be made by an authority that is going to supervise the whole system.

Chairman Finley thinks this is what the Legislature is going to have to address. He thinks they will be addressing this in the next session. This is the next step.

5. APTA Conference Summary - June 2- 7, 1990

Chairman Finley said we have a good report from Jim Tolaas regarding the APTA Conference.

The Board Members agreed that it was a good report.

Non-Agenda:

Commissioner Schaber asked where we are with the underground.

Chairman Finley said we have the \$100,000 which the RTB approved to recommend to the State that the State fund \$100,000 of the Study, this went through the RTB Board last week, with our 50% match which was requested by the City of St. Paul, even after the Downtown community themselves had chosen at an grade

alignment, and the other is the tunneling in the Capitol area which was requested by the Architectural Board, even though there are very serious geologic problems in both areas.

Ms. DeSpiegelaere said the study was approved two weeks ago, and this morning they will have a meeting on this, study will be completed on schedule.

Chairman Finley said he had spoken to Dick Wolsfeld about BRW capacity to perform additional duties, and Dick said they had people in Denver whom they could call up, and then there was a part they would subcontract out. The resources are available, and there might be only a week delay if any.

Commissioner Hunt said there was a matter which came up at the last LRT Advisory Committee and since David Minister is here, she asked that he clarify that for us. It was a motion on the part of Anoka County to take some action, and even John Derus was reluctant to take action on it as it as it had not been on the agenda. Commissioner Ahrens and she were quite concerned about it.

David Minister addressed the Board, the Committee is grappling with the ten year LRT Implementation Plan, they looked at the Central Corridor, and that takes us about seven years in the ten year time frame, and then the question is what do you want us to show in the ten year schedule. This of course gets into Group B, there are five corridors all in various stages of development, some are in Federal process, some are not, and there even those who advocate that Group C corridors be shown. The real issue is what else in addition to the Central Corridor should be shown in the ten year regional plan.

Dick Wolsfeld said we have gone on the theory of over programming, that some corridors would fall behind in terms of schedule, run into neighborhood opposition and be delayed five and ten years. Everyone knows that the resources are not going to be there to construct all of the Group A and B corridors, but the Legislature said put together a ten year schedule. If we put all of the corridors on the schedule, and the budget implications of that, it is more money than we have. They might say which of the corridors do you want to not be on the schedule, this is a decision that staff is not brave enough to make, so the question is do you put them all on, and they expect some of these to drop off. The issue of what is on that ten year schedule is one that has to be decided.

Commissioner Ahrens said there are five corridors in the schedule, and one is in the East Metro Region, and there seems to be the feeling of moving ahead with the corridors that have the most planning, then this would not be the one in the East Metro Area. We would like some direction from this Board as to what they should do.

Chairman Finley said there is no question that this should include all of those in the B Category, for the ten year plan.

Commissioner Schaber moved the recommendation, seconded by Commissioner Norgard.

Ms. DeSpiegelaere said she has a disadvantage of not being at the last meeting, but the Legislature will say that we are being over anxious.

David Minister said all of the Group B corridors have all some governmental approved action at a point, it might be an alignment study, some might be engineering. They would show everything that has been adopted, approved, and put a note that further development of this corridor is subject to further action by the County Railroad Authority. This would be one way of getting around all five of them going to the possibility of full design and study.

Commissioner Hunt mentioned that Earl Gnan of Carver County was not happy with that proposal that came from Anoka County, he felt that we should concentrate on Midway and forget about anything else in the ten year period. This is logical and a reasonable way to go as she does not think that we will be that far advanced into the first ten years. Also, she wondered if all the Board Members here received a copy of the memo from the Transportation Board that urged caution, they raised some very serious questions as to the cost implications, and urged a lot of caution that came out, it was a very important piece for our consideration.

Commissioner Schaber said what bothers him is that we have a Legislature pushing light rail, and we need some financial commitments from the Legislature, to be able to actually do what they say we should be doing. Financial commitments are part of building the system, and we have to have the ability to find some means of funding what we are designing at this point in time. Very frankly, right we should probably call a halt to any light rail plans until we get the funding straightened out, If we incrementally keep agreeing then we are going to keep going further and further. We have not resolved the basic issue as to how we are going to fund this in the metro area. This is going to be very critical, as without that in place we have no logical basis as to how we can go forward.

Chairman Finley said we have a consensus as to how we will fund it.

Commissioner Schaber reiterated we have to have that step there, we have to have that funding base there to be able to move forward.

Chairman Finley said we have a motion for this, maybe the way it should be framed, if the ten year plan goes beyond Group A, that all of the Group B should be included, because by bypassing some of the Federal, it may be that we will be moving faster. We do not want the South alignment to be knocked out of the group.

Commissioner Ahrens feels there will be some division on this, and suggested that either all of the B Corridors be included or none of the B included.

Chairman Finley said that if it goes beyond the A, then all of the B should be included in the ten year plan.

WHEREAS, Ramsey County Regional Railroad Authority has completed a Comprehensive LRT Plan that identifies six corridors in Ramsey County where light rail transit should be constructed in the next 20 years; and

WHEREAS, The Regional Transit Board has completed a Development and Financial Plan for light rail transit that identifies light rail transit corridors for the next 20 years including the Midway Corridor in Group A and the St. Paul South Corridor in Group B; and

WHEREAS, The Midway Corridor is identified by Ramsey County's plan as the first priority for light rail transit and the South Corridor is identified as the second highest priority for light rail transit within Ramsey County; Now, Therefore, Be It

R90-40
RESOLVED, That if the Joint LRT Advisory Committee is going to specify a ten-year budget in preparing the Coordination Plan for Light Rail Transit, then the Ramsey County Regional Railroad Authority requests that all Group B Corridors be included in the ten-year plan if any Corridor beyond the Group A Corridors is to be considered in the ten-year budget.

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

Commissioner Salverda asked about the Minnesota Department of Transportation embracing everything that is taken place with the RTB.

Chairman Finley thinks that Mn/DOT's representation on all of these committees has been excellent, and the cooperation that we have gotten from Mn/DOT far exceeds that what we would have anticipated two years ago.

Commissioner McCarty mentioned at the meeting of the Transportation Alliance last week the representatives from Mn/DOT were very favorable. Our problems may be with the Feds.

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>John T. Finley /s/</u> <u>7/2/90</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 _____

 Committee / Meeting Date
 July 10, 1990

 Board Date

Signature _____

 Signature
F. L. Glendinning
 Signature

Date _____

 Date
 7/2/90
 Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 6/28/90
Authorized Signature Date

Board Action Requested

Update on Northeast Corridor Alignment Study

DISCUSSION ONLY

Request Justification

See attached memorandum from K. 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

July 10, 1990

Board Date

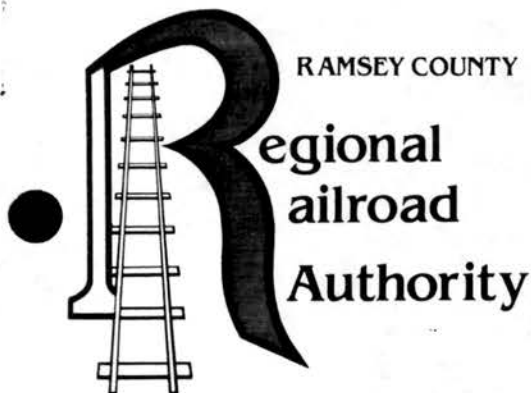
Signature

J. L. Henderson
Signature

Date

7/2/90

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: Update on Northeast Corridor Alignment Study

DATE: June 28, 1990

The purpose of this memorandum is to provide you with information on progress on the Northeast Corridor Alignment Study being undertaken with assistance from Strgar-Roscoe-Fausch, Inc.

In order to identify specific alignments that are candidates for study in the Northeast Corridor, work has been initiated on that subject with a technical staff committee comprised of representatives of cities and agencies affected by this corridor and with a Northeast Corridor Task Force comprised of citizens within the corridor. The Intergovernmental Committee will also make recommendations on the Northeast Corridor. A copy of the agency and advisory committee coordination chart is attached.

A public forum has been scheduled for Monday, July 23, at 7:00 p.m. at the East Side Branch YMCA, 1075 Arcade Street, in order to hear citizens' comments on proposed alignment alternatives.

Recommendation:

For your information.

KD/blk
Attachment

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Regional Railroad Authority</u>		<u>Board Action Requested</u>
<u>Originating Department</u>		Update on South Corridor Alignment Study.
<u>K. DeSpiegelaere</u>	<u>6/28/90</u>	<u>DISCUSSION ONLY</u>
<u>Authorized Signature</u>	<u>Date</u>	

Request Justification

See attached memorandum from K. DeSpiegelaere.

<u>Budgeting and Accounting</u>	<u>Ed Glauity</u>	<u>7/2/90</u>	<u>Date / Time</u> <u>Received By</u>
<u>County Attorney</u>	<u>Paul Mac Miller</u>		
<u>Risk Manager</u>			
<u>Data Processing</u>			
<u>Previous Action taken on Request</u>			

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>July 10, 1990</u>	<u>F. L. Henderson</u>	<u>7/2/90</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



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

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

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

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

SUBJECT: Update on South Corridor Alignment Study

DATE: June 28, 1990

The staff of Dakota County Regional Railroad Authority (DCRRA), in cooperation with Ramsey County Regional Railroad Authority (RCRRA) staff, is developing a request for proposal (RFP) for the South Corridor LRT Alignment Study. The work program will be similar to that of the Northeast Corridor.

Dakota County Regional Railroad Authority staff will manage the study. The Ramsey County Regional Railroad Authority's share of the project costs will be 25 to 30% of the total.

DCRRA plans to issue the RFP in mid-July and award a contract in September. RCRRA will be a party to the contract and will be involved with consultant selection. Additional information will be provided to you as it is developed.

Recommendation:

For your information.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority	Board Action Requested
Originating Department	Authorize BRW to hire Basile Baumann Prost & Associates as a subconsultant for Midway Corridor LRT economic impact forecasts.
<i>K. DeSpiegelaere</i> Authorized Signature	
<i>6/28/90</i> Date	
	ACTION IS REQUESTED

Request Justification

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

Budgeting and Accounting <i>Ed Blauvelt</i> <i>7/2/90</i>	Date / Time Received By
County Attorney <i>Wm. W. Smith</i>	
Risk Manager _____	
Data Processing _____	
Previous Action taken on Request _____	

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date _____

Committee / Meeting Date
July 10, 1990

Board Date _____

Signature _____

Signature *F. L. Glendenning*

Signature _____

Date _____

Date _____

7/2/90
Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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 an economic impact analysis for alternative alignments in the Midway Corridor and for downtown St. Paul; and

WHEREAS, four proposals were received and compared and the staff recommendation is to accept the proposal of Basile Baumann Prost & Associates; Now, Therefore, Be It

RESOLVED, That BRW, Inc. is authorized to contract with Basile Baumann Prost & Associates for an economic impact analysis for the Midway Corridor LRT Environmental Impact Statement at a cost not to exceed \$30,000.

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. McCart

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: Authorization to Hire Subconsultant for Economic Impact
Analysis for Midway Corridor

DATE: June 28, 1990

As part of the Midway Corridor Environmental Impact Statement process, an economic impact analysis will be completed by a subcontractor to BRW, Inc. In response to a request for proposals issued by BRW, proposals were received from:

Basile Baumann Prost & Associates, Annapolis, Maryland
Hammer, Siler, George Associates with Manuel Padron & Associates,
Atlanta, Georgia
McComb Group, Ltd., Minneapolis, Minnesota
SGM Group, Alexandria, Virginia

Ramsey County Regional Railroad Authority and St. Paul staff reviewed the proposals with BRW. The recommended firm is Basile Baumann Prost & Associates for these reasons:

1. The amount and nature of transit experience was good.
2. The scope of the work program was comprehensive.

All work will be completed as part of the agreement with BRW, Inc. The subconsultant contract will not exceed a cost of \$30,000. The costs estimated in the proposals ranged from \$29,000 to 30,000.

Recommendation:

Adopt the proposed resolution.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority

Originating Department

K. Hespigelsen 6/27/90
Authorized Signature Date

Board Action Requested

Update on Regional Coordination Plan

DISCUSSION ONLY

Request Justification

This agenda item has no attachments but is being provided as an opportunity for discussion on progress on the coordination plan.

Budgeting and Accounting

Ed Blauhty 7/2/90

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

July 10, 1990

F. L. Glendonning
Signature

7/1/90

Board Date

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority

Originating Department

K. Spiegel

Authorized Signature

6/28/90

Date

Board Action Requested

Approve Partial Payment No. 1 to SRF, Inc. in the amount of \$1,571.89.

ACTION REQUIRED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of Strgar-Roscoe-Fausch, Inc. (SRF) for the purposes of conducting a Northeast Corridor LRT Alignment Study. Contract No. RCRRA-90-001 governs the performance of services and terms of payment. Payment due in the amount of \$1,571.89 for the period ending May 31, 1990, has been invoiced in accordance with contract provisions. Payment documentation is being submitted for approval. Attachments are:

- 1) Proposed resolution approving payment
- 2) Accounts Payable form and Partial Payment No. 1
- 3) SRF, Inc. Invoice No. 1 and attachments

Budgeting and Accounting

Ed Gandy 7/2/90

County Attorney

And 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

July 10, 1990

Board Date

Signature

J. L. Henderson

Signature

Date

7/2/90

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. (SRF) for the purpose of conducting a Northeast Corridor LRT Alignment Study; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, governs the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. has satisfactorily completed portions of the work identified in the referenced agreement, and provided detailed invoice documentation for services and costs accrued through May 31, 1990; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 1, Partial Payment No. 1, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through May 31, 1990; Now, Therefore, Be It

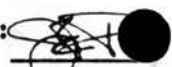
RESOLVED, the Ramsey County Regional Railroad Authority approves payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$1,571.89 for services rendered through May 31, 1990.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

PARTIAL PAYMENT NO. 1

PREPARED BY: 

PROJECT: NORTHEAST CORRIDOR ALIGNMENT STUDY
CONTRACT AGREEMENT NUMBER RCRA-90-001

ENTERED BY: 

PROJECT COST CENTER: 59107

AGREEMENT NO: PA017

DATE: 15 JUN 90

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

CONTRACTOR: STIGAR-ROSCOE-FAUSCH, INC.
ONE CARLSON PARKWAY NORTH, SUITE 150
MINNEAPOLIS, MN 55447

ACCOUNT NUMBER 59107-020102	PERCENT COMPLETED	0.7%
TOTAL VALUE OF WORK CERTIFIED - 31 MAY 90		\$1,654.62
LESS 5% RETAINAGE		\$82.73
AMOUNT DUE		\$1,571.89
LESS PREVIOUSLY APPROVED PAYMENTS:		\$0.00
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$1,571.89</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.

6/23/90 Kathryn Desjardins
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

6/28/90 Charleen Zimmer
DATE CONSULTANT

PREVIOUS PARTIALS:

PARTIAL PAYMENT NO. 1	\$1,571.89
PARTIAL PAYMENT NO. 2	\$0.00
PARTIAL PAYMENT NO. 3	\$0.00
PARTIAL PAYMENT NO. 4	\$0.00
PARTIAL PAYMENT NO. 5	\$0.00
PARTIAL PAYMENT NO. 6	\$0.00
PARTIAL PAYMENT NO. 7	\$0.00
PARTIAL PAYMENT NO. 8	\$0.00
PARTIAL PAYMENT NO. 9	\$0.00
PARTIAL PAYMENT TOTAL:	\$1,571.89

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$244,865.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDES THIS PAYMENT)	<u>\$1,571.89</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$243,293.11</u>

ACCOUNTS PAYABLE

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

(2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA017	1	
1-2	3-7	8	9-14

WARRANT NO.

(3) Code

RFC	Fund	Dept	Object	Amount
	591	59107	020102	\$1,571.89
15-17	18-20	21-25	26-31	32-41

\$1,571.89

Total

(4) PAY TO: 2
8 First Name & Initial 9-22

STRGAR-ROSCOE-FAUSCH, INC.
Last Name or Firm Name 23-52

3 One Carlson Parkway North, Suite 150 53-76

8 Address Minneapolis, MN 9-32

City State 33-54

55447

Zip Code 55-59

Soc Sec No OR

Fed Tax ID 60-71

(5) On Check Stub Put: 4 Partial Pymt 1; Inv. No. 1; NE Corridor Alignment Study

5 Agreement PA017; Acct. 59107-020102; 5/31/90 9-60

For Risk Management
Use Only

6
8

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. H. Spengler

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

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

Telephone: (612) 475-0010

Refer to File: 0901380
Invoice Date: 5/31/90

Invoice No.: 1

Period Ending: 5/31/90

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

re: NORTHEAST LRT CORRIDOR STUDY
Agreement No. RCRRA-90-001

Summary of professional engineering services rendered during May:

	CURRENT PERIOD	CUMMULATIVE TO DATE
Total Labor and Overhead	1,652.08	1,652.08
Total Direct Non-Salary Costs	2.54	2.54
TOTAL FEE EARNED	1,654.62	1,654.62
Less 5% Retainage	82.73	82.73
TOTAL	1,571.89	1,571.89
 TOTAL AMOUNT DUE THIS INVOICE	 1,571.89 =====	

COMMISSION # 901380
NORTHEAST LRT CORRIDOR STUDY
PERIOD ENDING MAY 31, 1990

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
C. Zimmer	Principal	80.00	16.0	1280.00
D. Paulu	Sr. Technician	39.60	4.5	178.20
W. Baker	Technician	34.65	5.0	173.25
B. Bersie-Ashfeld	Word Processor	41.25	0.5	20.63
----- TOTALS -----			26.0	1652.08

901380

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

NORTHEAST LRT CORRIDOR STUDY

CAT #	CATEGORY	
22	SUPPLIES	2.54

	TOTAL DIRECT EXPENSES	2.54

901380

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING MAY 31, 1990

PAGE 1

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
22	31	Accounts Payable									2.54	2.54

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

<u>Regional Railroad Authority</u> Originating Department <u>K. DeSpiegelaere</u> <u>6/28/90</u> Authorized Signature Date		Board Action Requested Authorize Regional Railroad Authority staff to process payments to Stigar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with Agreement No. RCRA-90-001. ACTION REQUESTED
---	--	---

Request Justification

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

Budgeting and Accounting <u>Ed Glauke</u> <u>7/2/90</u> County Attorney <u>Wend 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
July 10, 1990	<u>F. L. Glendinning</u>	<u>7/2/90</u>
Board Date	Signature	Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Stargar-Roscoe-Fausch, Inc. for the purpose of completing Alignment Studies for the Northeast Corridor; and

WHEREAS, Contract Agreement No. RCRRA-90-001, in the amount of \$244,865 governs the performance of services and terms of payment; and

WHEREAS, The Rail Authority desires to issue prompt payment to Stargar-Roscoe-Fausch, Inc. for work completed in accordance with governing agreement requirements; Now, Therefore, Be It

RESOLVED, The staff of the Ramsey County Regional Railroad Authority is authorized to process payments to Stargar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with agreement requirements; and Be It Further

RESOLVED, The invoice and payment documentation shall be submitted to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; and Be It Further

RESOLVED, The final payment for services rendered under Ramsey County Regional Railroad Authority Agreement No. RCRRA-90-001 shall not be issued until approved by resolution of the Rail Authority.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

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

MEMORANDUM

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

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

SUBJECT: Payments to Strgar-Roscoe-Fausch, Inc.
Agreement No. RCRRA-90-001

DATE: June 28, 1990

At the May 8, 1990, Regional Railroad Authority meeting, contract Agreement No. RCRRA-90-001 in the amount of \$244,865 was awarded to Strgar-Roscoe-Fausch, Inc. for the purpose of completing Alignment Studies for the Northeast Corridor. Invoices for work completed will be submitted monthly over the anticipated 13-month project period.

To ensure prompt payment to the consultant, we recommend the Railroad Authority authorize staff to process payments to Strgar-Roscoe-Fausch, Inc. for work completed in accordance with agreement requirements upon receipt of correct invoice documentation with the stipulation that the invoice and payment documentation be submitted to the Railroad Authority for ratification at the next scheduled meeting following staff approval of invoice documentation. This arrangement follows the precedents set by agreements for work on the Comprehensive Plan and Phase I Preliminary Engineering and Environmental Impact Statement studies for the Midway Corridor.

Recommendation:

Authorize staff to process payments to Strgar-Roscoe-Fausch, Inc. and submit documentation to the Authority for ratification.

KD/blk

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Regional Railroad Authority

Originating Department

P. Spiegelbrene
Authorized Signature

6/19/90
Date

Board Action Requested

Ratify Partial Payment No. 8 to BRW, Inc.
in the amount of \$75,747.93.

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 \$75,747.93 for the period ending April 30, 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. 8
- 3) BRW, Inc. Invoice No. 58186 and attachments

Budgeting and Accounting

Ed Glantz *7/2/90*

County Attorney

Don MacIntyre

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

July 10, 1990

Board Date

F.L. Henderson
Signature

7/2/90

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through April 30, 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 Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 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. 58186, Partial Payment No. 8, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through April 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$75,747.93 for Ramsey County Regional Railroad Authority's share of services rendered through April 30, 1990 is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date June 18, 1990
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA800	1	

1-2 3-7 8 9-14

WARRANT NO.

(3) Code				
RFC	Fund	Dept	Object	Amount
	591	59103	020102	\$75,747.93

\$75,747.93

Total

(4) PAY TO: 2
 8 First Name & Initial BRW, Inc. 9-22
 Last Name or Firm Name Thresher Square 23-52
3 700 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 8; Inv. No. 58186; Phase I PE/EIS Studies
5 Agreement PA800; Acct. 59103-020102; 4/30/90
 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 differs from
 Address _____ Item 4

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

Preparer's Signature: /s/ Bette Kurysh

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

Authorized Signature: K Despiegelare

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. 8

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59103

AGREEMENT NO: PA 800

DATE: 15 JUN 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 28.3%

TOTAL VALUE OF WORK CERTIFIED - 30 APR 90

\$394,946.13

LESS 5% RETAINAGE

\$19,747.31

AMOUNT DUE

\$375,198.82

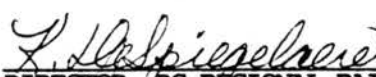
LESS PREVIOUSLY APPROVED PAYMENTS:

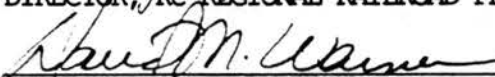
\$289,372.86

ALLOWABLE PAYMENT FOR THIS PARTIAL:

\$85,825.96

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.

6/19/90 
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

6/20/90 
DATE CONSULTANT

PREVIOUS PARTIALS:	RCRRA SHARE	HCRRRA SHARE	TOTAL
PARTIAL PAYMENT NO. 1	\$22,793.28	\$2,960.20	\$25,753.48
PARTIAL PAYMENT NO. 2	\$16,204.16	\$2,162.13	\$18,366.29
PARTIAL PAYMENT NO. 3	\$11,462.24	\$1,450.12	\$12,912.36
PARTIAL PAYMENT NO. 4	\$25,132.71	\$3,244.59	\$28,377.30
PARTIAL PAYMENT NO. 5	\$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	\$75,747.93	\$10,078.03	\$85,825.96
PARTIAL PAYMENT NO. 9	\$0.00	\$0.00	\$0.00
PARTIAL PAYMENT TOTAL:	\$331,428.99	\$43,769.83	\$375,198.82

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT: \$1,398,039.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT) \$375,198.82

AMOUNT REMAINING ON AGREEMENT \$1,022,840.18



MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST. PETERSBURG

INVOICE
58186Mr. 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: April 30, 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: April 1 - April 30, 1990

INVOICE DATE: April 30, 1990

FEDERAL TAX ID NUMBER: 41-1625272

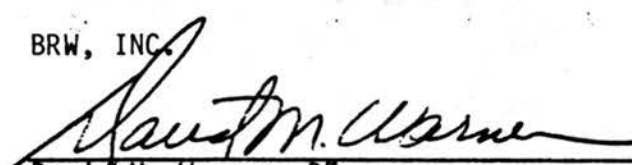
For Professional Services provided to the Ramsey County Regional Railroad Authority and the Hennepin County Regional Railroad Authority in preparation of Phase I Preliminary Engineering and an Environmental Impact Statement for light rail transit in the Midway Corridor, in accord with Agreement No. RCRRA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

AGENCY	DUE THIS BILLING	PAST AMOUNT INVOICED	TOTAL INVOICED TO DATE
Ramsey County RRA	\$ 79,734.67	\$ 269,137.96	\$ 348,872.63
o Less 5% Retainage	3,986.74	13,456.88 ⁹⁰	17,443.62 ³
o Due This Billing	\$ 75,747.93	\$ 255,681.08 ⁶	\$ 331,429.07 ⁰
Hennepin County RRA	\$ 10,608.45	\$ 35,465.05	\$ 46,073.50
o Less 5% Retainage	530.42	1,773.25 ²⁵	2,303.71 ⁶⁸
o Due This Billing	\$ 10,078.03	\$ 33,691.78 ⁸⁰	\$ 43,769.79 ⁸²

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



BRW, INC

THRESHER SQUARE

700 THIRD STREET SOUTH

MINNEAPOLIS, MINNESOTA 55415

PHONE 612 370-0700 FAX 612 370-1378

PLANNING
TRANSPORTATION
ENGINEERING
URBAN DESIGN

DATE: May 31, 1990

MEMORANDUM

TO: Jim Tolaas
Ramsey County Regional Railroad Authority
316 Courthouse
15 West Kellogg Boulevard
St. Paul, MN 55102

FROM: David M. Warner, PE *DM*

RE: MIDWAY CORRIDOR LRT PE & EIS
PROGRESS REPORT
Reporting Period: April 1 - 30, 1990

WORK COMPLETED DURING THIS REPORTING PERIOD

1.0 Project Initiation Activities Estimated Completion 100%

2.0 Community Participation Program Estimated Completion 50%

- o Midway Corridor Task Force MCTF meeting held on April 4, 1990. Next meeting scheduled for May 2, 1990.
- o Newsletter Began preparation of material for Issue 7.
- o Technical Group CTG meeting held April 12, 1990. Next meeting scheduled for May 9, 1990.
- o Downtown LRT Task Force DTF meeting held April 5, 1990. Next meeting scheduled for May 3, 1990.
- o Intergovernmental Committee IC meeting held April 10, 1990. Next meeting scheduled June 12, 1990.
- o Capitol Area group Meeting held April 4, 1990. Next meeting scheduled May 2, 1990.
- o City of St. Paul Several meetings held with Staff.

<u>3.0 System Planning and Engineering</u>	<u>Estimated Completion 80%</u>
o Corridor Alignments	Met with John Gohman, Minnesota Transfer Railroad on April 3, 1990, regarding BN/PB alignment. Continued development of northern alignment alternatives along Pierce Butler Route and Energy Park Drive. Continued development of alternative alignments in Capitol Area connecting corridor alignment alternatives to Downtown alternatives. Continued screening of Downtown alignment alternatives.
<u>4.0 Route Engineering and Design</u>	<u>Estimated Completion 15%</u>
o Base Mapping	I-94 base mapping is complete. Alignment definition along Soo Line continues. Alternative Soo Line/I-94 transition area designs have been completed. Alternative connections to the Capitol Area and downtown are being developed.
o Coordination	Met with RTB, MTC and Metropolitan Council to discuss transit service and feeder bus components of alternatives.
<u>5.0 Prototypical Station Zone Design</u>	<u>Estimated Completion 10%</u>
<u>6.0 Support Facilities</u>	<u>Estimated Completion %</u>
<u>7.0 Cost Analysis</u>	<u>Estimated Completion %</u>
<u>8.0 Finance and Management Analysis</u>	<u>Estimated Completion 2%</u>
<u>9.0 Implementation Planning</u>	<u>Estimated Completion %</u>

<u>10.0 Environmental Studies</u>		<u>Estimated Completion</u>	<u>30%</u>
o Scoping	Met with Alan Torstenson, St. Paul HPC on April 10, 1990, regarding analysis of historic features.		
	Presented information regarding the scoping meetings, comments and responses to the RCRRA at a Work Session on April 17, 1990.		
o Data Collection	Continued collection data from various sources for use in EIS preparation.		
o Environmental Setting	Continued preparation of sections of environmental setting section of EIS which are not dependent on final scoping decision.		
o Alternatives Definition	Began preparation of alternatives definition section.		

<u>11.0 Locally Preferred Alternative Report</u>	<u>Estimated Completion</u>	<u>%</u>
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<u>12.0 Phase II Preliminary Engineering Work Program</u>	<u>Estimated Completion</u>	<u>%</u>
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PLANNED WORK EFFORT FOR NEXT REPORTING PERIOD

Continue coordination with key agency and corporate entities such as the City of St. Paul, BN Railroad, Soo Line Railroad, Mn/DOT, and Minnesota Commercial Railroad.

Continued development and refinement of alignment alternatives with the goal of identifying the preferred alignment in each corridor by mid-June.

PROBLEMS ENCOUNTERED

None noted this period.

Jim Tolaas
May 31, 1990
Page 4

PROJECT COMPLETION/BUDGET REPORT (as of 4/30/90)

o	Contract Amount	\$1,398,039.00	
o	Amount Spent	\$394,946.13	
o	Percent Spent	28.2%	
o	Percent Complete	28.9%	(see attachment)

DW/lp

cc: Kathy Despiegelaere, Director of LRT, RCRRA
Ken Stevens, LRT Director, HCRRA
Project File: 41-8923 - Midway Project Management

Ramsey County Regional Railroad Authority
 Light Rail Transit
 Preliminary Engineering and Environmental Impact Statement

PROJECT COMPLETION REPORT

May 31, 1990			
Work Task	Percent of Total Project	Percent of Task Complete	Percent of Project Complete
0 - Project Management	5.5%	50%	2.8%
1 - Project Initiation Activities	1.0%	100%	1.0%
2 - Community Participation Program	7.5%	50%	3.8%
3 - System Planning and Engineering	10.4%	80%	8.3%
4 - Route Engineering and Design	29.2%	15%	4.4%
5 - Prototypical Station Zone Design	4.8%	10%	0.5%
6 - Support Facilities	2.0%		
7 - Cost Analysis	5.1%		
8 - Finance and Management Analysis	2.0%	2%	0.0%
9 - Implementation Planning	2.3%		
10 - Environmental Studies	27.3%	30%	8.2%
11 - Select Locally Preferred Alternative	0.9%		
12 - Work Program - Phase II Preliminary Engineering	2.0%		
Total	100.0%		28.9%

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA - 89-003
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA
 INVOICE PERIOD : APRIL 1, 1990 - APRIL 30, 1990
 FILENAME: 89003_1

WORK TASK	JOB NUMBER	LABOR \$	DIRECT EXPENSES \$\$	TOTAL	RCRRRA ALLOCATION AMOUNT	HCRRRA ALLOCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$2,407.60	\$40.41	\$2,448.01	89% \$2,178.73	11% \$269.28
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88% \$0.00	12% \$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$9,568.94	\$842.80	\$10,411.74	90% \$9,370.57	10% \$1,041.17
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937; 62-8944,62-9009; 26-8956,26-9002	\$40,909.18	\$656.41	\$41,565.59	88% \$36,577.72	12% \$4,987.87
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938; 62-9004,62-9010; 26-9001,26-9003	\$11,950.38	\$43.73	\$11,994.11	88% \$10,554.82	12% \$1,439.29
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939; 62-9005,62-9014	\$0.00	\$0.00	\$0.00	90% \$0.00	10% \$0.00
6 SUPPORT FACILITIES	41-8929,62-9006	\$0.00	\$0.00	\$0.00	100% \$0.00	0% \$0.00
7 COST ANALYSIS	41-8930,62-9007	\$0.00	\$0.00	\$0.00	88% \$0.00	12% \$0.00
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931,41-8936	\$0.00	\$0.00	\$0.00	90% \$0.00	10% \$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90% \$0.00	10% \$0.00
10 ENVIRONMENTAL STUDIES	41-8933,62-8954, 62-9015	\$19,810.18	\$4,113.49	\$23,923.67	88% \$21,052.83	12% \$2,870.84
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		\$84,646.28	\$5,696.84	\$90,343.12	\$79,734.67	\$10,608.45

RCRA

BRW, INC.

APRIL 30, 1990
INVOICE NO. DRAFT
JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	9.5	135.20	1,284.40
SR. ASSOCIATE			
WARNER, DAVID	14.0	78.00	1,092.00
TECHNICIAN I			
LAYER, JULIE	1.2	26.00	31.20
TOTALS	24.7		2,407.60

TOTAL LABOR 2,407.60

TOTAL THIS JOB \$ 2,407.60

MIDWAY LRT SYSTEM ENG

JOB NO. 02689.56

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

HOURS RATE AMOUNT

BRW. INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

PRINCIPAL			
ERICKSON, GARY	1.5	135.20	202.80
ASSOCIATE			
BERTELSE, JOHN	16.0	72.80	1,164.80
PROFESSIONAL II			
SKOW, BRADLEY	128.0	57.20	7,321.60
TECHNICIAN II			
BLUM, BARBARA	1.0	33.80	33.80
TILSEN, DANIEL	4.0	33.80	135.20
SUBTOTALS	5.0		169.00
TECHNICIAN I			
CROWELL, ROBERT	50.2	26.00	1,305.20
JENSEN, KENNETH	0.4	26.00	10.40
SUBTOTALS	50.6		1,315.60
TOTALS	201.1		10,173.80

TOTAL LABOR 10,173.80

TOTAL THIS JOB \$ 10,173.80
=====

MIDWAY LRT DWXTH SVS PLN

JOB NO. 02690.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	2.0	135.20	270.40
ASSOCIATE			
BERTELSE, JOHN	8.0	72.80	582.40
PROFESSIONAL II			
SKOW, BRADLEY	40.0	57.20	2,288.00
PROFESSIONAL I			
KLEIN, JAMES	2.0	44.20	88.40

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

SR. TECHNICIAN			
HAYFORD, DONALD	45.5	41.60	1,892.80
TECHNICIAN III			
GILBERT, GREGORY	7.0	36.40	254.80
TECHNICIAN II			
BLUM, BARBARA	0.6	33.80	20.28
TECHNICIAN I			
CROWELL, ROBERT	96.5	26.00	2,509.00
JENSEN, KENNETH	0.7	26.00	18.20
SUBTOTALS	97.2		2,527.20
TOTALS	202.3		7,924.28

TOTAL LABOR 7,924.28

TOTAL THIS JOB \$ 7,924.28

MIDWAY LRT-COMMUNITY PAR

JOB NO. 04189.25

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	12.0	135.20	1,622.40
SR. ASSOCIATE			
WARNER, DAVID	14.0	78.00	1,092.00
PROFESSIONAL I			
COLBURN, ELIZABETH	128.0	44.20	5,657.60
SR. TECHNICIAN			
BARTEL, DAVID	1.0	41.60	41.60
TECHNICIAN III			
HANSON, KENTON	1.0	36.40	36.40
PATRICK, CHRISTOPHER	9.5	36.40	345.80
SUBTOTALS	10.5		382.20

BRM, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

TECHNICIAN II

FAGRELIUS, CAROLE	4.5	33.80	152.10
HAWKINS, TOM	3.8	33.80	128.44
SUBTOTALS	8.3		280.54

TECHNICIAN I

ASHLAND, CAROL	4.7	26.00	122.20
BEVER, GINA	0.5	26.00	13.00
BUCKLEY, SUSAN	1.6	26.00	41.60
DENEY, PAMELA	1.2	26.00	31.20
FOSTER, JAKE	2.5	26.00	65.00
HARRICK, CLAUDIA	2.7	26.00	70.20
HOLM, KATHLEEN	1.0	26.00	26.00
LAYER, JOHN	3.0	26.00	78.00
LAYER, JULIE	3.5	26.00	91.00
MERRILL, GREGORY	1.8	26.00	46.80
MOLITOR, LINDA	1.2	26.00	31.20
SCHODENBERG, KATHY	1.4	26.00	36.40
SUBTOTALS	25.1		652.60

TOTALS	198.9		9,728.94
--------	-------	--	----------

TOTAL LABOR 9,728.94

TOTAL THIS JOB \$ 9,728.94

MIDWAY LRT-SYSTEM PLAN.

JOB NO. 04189.26

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	10.5	135.20	1,419.60
SR. ASSOCIATE			
PRESTON, HOWARD	15.0	78.00	1,170.00
WARNER, DAVID	9.0	78.00	702.00
SUBTOTALS	24.0		1,872.00
ASSOCIATE			
HEFFELMAH, TOMY	1.0	72.80	72.80

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MOORE, DOUGLAS	2.0	72.80	145.60
SUBTOTALS	3.0		218.40
TECHNICIAN III			
PATRICK, CHRISTOPHER	27.0	36.40	982.80
TECHNICIAN II			
FAGRELIUS, CAROLE	17.5	33.80	591.50
WICKLUND, DAVID	1.5	33.80	50.70
SUBTOTALS	19.0		642.20
TECHNICIAN I			
BEVER, GINA	2.7	26.00	70.20
JENSEN, KENNETH	0.5	26.00	13.00
KOLA-BANKOLE, FELICIA	4.0	26.00	104.00
LAYER, JULIE	0.6	26.00	15.60
SUBTOTALS	7.8		202.80
TOTALS	91.3		5,337.80

TOTAL LABOR 5,337.80

TOTAL THIS JOB \$ 5,337.80
=====

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	26.0	76.00	2,028.00
PROFESSIONAL II			
SMITH, WILLIAM	6.0	57.20	343.20
TECHNICIAN II			
ANDERSON, LAURIE	132.0	33.80	4,461.60
BATTEV, LINDA	0.1	33.80	3.38
HANSON, KATHY	124.0	33.80	4,191.20
SUBTOTALS	256.1		8,656.18

BRW. INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

TECHNICIAN I			
BEVER, GINA	0.6	26.00	15.60
JENSEN, KENNETH	0.4	26.00	10.40
SUBTOTALS	1.0		26.00
TOTALS	289.1		11,053.38

TOTAL LABOR 11,053.38

TOTAL THIS JOB \$ 11,053.38

MIDWAY LRT-ENVIRON. STDY

JOB NO. 04189.33

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	4.0	135.20	540.80
SR. ASSOCIATE			
WARNER, DAVID	27.0	78.00	2,106.00
PROFESSIONAL II			
KUNKEL, BETH	2.0	57.20	114.40
MILES, MARK	75.0	57.20	4,290.00
SMITH, WILLIAM	5.0	57.20	286.00
SUBTOTALS	82.0		4,690.40
PROFESSIONAL I			
HINKER, CHRISTIAN	46.6	44.20	2,059.72
MORWITZ, BARBARA	1.0	44.20	44.20
MOOKALA, MARTHAND	1.0	44.20	44.20
WITZIG, JEANNE	1.8	44.20	79.56
SUBTOTALS	50.4		2,227.68
SR. TECHNICIAN			
BARTEL, DAVID	24.0	41.60	998.40
TECHNICIAN III			
PATRICK, CHRISTOPHER	66.5	36.40	2,420.60

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

TECHNICIAN II

ANDERSON, BETTY	6.8	33.80	229.84
FAGRELIUS, CAROLE	4.0	33.80	135.20
HAWKINS, TOM	8.7	33.80	294.06
SUBTOTALS	19.5		659.10

TECHNICIAN I

ASHLAND, CAROL	1.2	26.00	31.20
BEVER, GINA	4.0	26.00	104.00
BILGUTAY, ARTAY	0.2	26.00	5.20
BUCKLEY, SUSAN	0.4	26.00	10.40
HARRICK, CLAUDIA	4.9	26.00	127.40
JENSEN, KENNETH	1.1	26.00	28.60
KOLA-BANKOLE, FELICIA	25.3	26.00	657.80
KRUEGER, DUFF	1.6	26.00	41.60
LAMPPA, JASON	71.0	26.00	1,846.00
LAYER, JULIE	2.8	26.00	72.80
MOLITOR, LINDA	1.1	26.00	28.60
SCHODDENSENBERG, KATHY	0.4	26.00	10.40
THURY, TAMI	11.5	26.00	299.00
ZIMMERMAN, MICHAEL	9.5	26.00	247.00
SUBTOTALS	135.0		3,510.00

TOTALS	408.4		17,152.98
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TOTAL LABOR 17,152.98

TOTAL THIS JOB \$ 17,152.98

MIDWAY LRT DWNTX SVS PLN

JOB NO. 04189.37

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
KILES, MARK	89.5	57.20	5,119.40
SMITH, WILLIAM	36.0	57.20	2,059.20
SUBTOTALS	125.5		7,178.60

TECHNICIAN III

PATRICK, CHRISTOPHER	6.0	36.40	218.40
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BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

TECHNICIAN II

FAGRELIUS, CAROLE	1.0	33.80	33.80
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TECHNICIAN I

ASHLAND, CAROL	1.7	26.00	44.20
BEVER, GINA	0.8	26.00	20.80
BUCKLEY, SUSAN	0.8	26.00	20.80
JENSEN, KENNETH	0.2	26.00	5.20
KOLA-SANKOLE, FELICIA	3.0	26.00	78.00
LAMPPA, JASON	55.0	26.00	1,430.00
LAYER, JULIE	1.0	26.00	26.00
MOLITOR, LINDA	1.2	26.00	31.20
SCHODENBERG, KATHY	1.7	26.00	44.20
SUBTOTALS	65.4		1,700.40

TOTALS	197.9		9,131.20
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TOTAL LABOR	9,131.20
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TOTAL THIS JOB \$	9,131.20
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MIDWAY LRT ROUTE ENG DSG

JOB NO. 06290.04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	11.5	78.00	897.00
TOTAL LABOR			897.00

TOTAL THIS JOB \$	897.00
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BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT DMTN SYS PLN

JOB NO. 06290.09

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE SMOLUCHOWSKI, PETER	25.5	78.00	1,989.00
SR. PROFESSIONAL MALLOY, STEPHEN	45.0	67.60	3,042.00
PROFESSIONAL II WICHMAN, TODD	32.0	57.20	1,830.40
PROFESSIONAL I HORWITZ, BARBARA	0.5	44.20	22.10
SR. TECHNICIAN BLANKENSHIP, TIMOTHY	9.0	41.60	374.40
TECHNICIAN II WICKLUND, DAVID	26.0	33.80	878.80
TECHNICIAN I BEVER, GIMA	0.9	26.00	23.40
CONNEL, DUNCAN	7.0	26.00	182.00
SUBTOTALS	7.9		205.40
TOTALS	145.9		8,342.10

TOTAL LABOR 8,342.10

TOTAL THIS JOB \$ 8,342.10

BRW. INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT CULTURAL RES

JOB NO. 06290.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING APRIL 30, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
HUDAK, JOSEPH	20.0	72.80	1,456.00
PROFESSIONAL II			
BAILEY, THOMAS	11.0	57.20	629.20
RILEY, STEPHEN	10.0	57.20	572.00
SUBTOTALS	21.0		1,201.20
TOTALS	41.0		2,657.20

TOTAL LABOR 2,657.20

TOTAL THIS JOB \$ 2,657.20

INVOICE TOTALS

TOTAL LABOR	84,806.28
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

84,806.28

BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS

	-- LABOR --		-- EXPENSES --	
	HOURS	AMOUNT	REIMB.	DIRECT&IND
TOTALS	1812.1	26,455.66	5,700.05	

COSTS THIS RUN

TOTAL LABOR	84,806.28
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

*** END OF BILLING RUN ***

AGREEMENT NO HCRR-89003

INVOICE PERIOD : 1 APRIL 1990 - 30 APRIL 1990

FILENAME: 89003_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$1,866.77
AUTO/MILEAGE	519.08
OUTSIDE REPRODUCTION/PHOTO	213.30
POSTAGE	429.08
OUTSIDE TEMPORARY HELP	2,579.50
DELIVERY	61.00
LIBRARY/REFERENCE	28.11

TOTAL	\$5,696.84
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SUBCONTRACTORS

NONE THIS MONTH	\$0.00
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Katny Despiegelaere

Ramsey County Regional
Railroad Authority
Documentation

Ramsey County Regional Railroad Authority

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

file

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

AGENDA

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

TUESDAY, JULY 24, 1990

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

1. * Minutes of July 10, 1990 Meeting.
2. Chairman's Comments
3. Information on Cedar Street Bridge over I-94 - Discussion and possible action.
4. * Progress on Coordination Plan
5. Progress on Ridership Forecasts for Midway Corridor - Discussion
6. * Quarterly Report of Payments for RCRRA April to June 1990
7. * Ratify Partial Payment No. 9 to BRW, Inc. in the amount of \$107,136.59.

*Action is requested.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

July 10, 1990

The regular meeting of the Board of the Ramsey County Regional Railroad Authority was called to order at 10:45 in the Large Conference Room of 316, Court House. Chairman Finley presided.

MEMBERS PRESENT: Chairman John Finley
Commissioner Duane McCarty
Commissioner Hal Norgard
Commissioner Donald Salverda

MEMBERS ABSENT: Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Warren Schaber

Also Present: Ed Glaubitz, Robert Clarkson, Hugh Faville, Pat O'Malley, Kathleen Peippo, Jill Goski, Toni Baker, Gary Simpson, Terry Schutten, David MacMillan represented the County Attorney's Office, Kathryn DeSpiegelaere, Frances Glendenning, Dick Wolsfeld

1. Minutes - of the June 26, 1990 Regional Railroad Authority Meeting

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

The Ramsey County Regional Railroad Authority approves the minutes of the the regular Regional Railroad Authority Board Meeting held on June 26, 1990 as written.

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

2. Chairman's Comments

Chairman Finley informed the Committee that yesterday they had a retreat for the RTB, also a Board Meeting. He did get that changed at the Regional Transit Board regarding the priorities of how MVET funds would be used. If you remember, we had this at our Board meeting last time where we were advised that it was coming to that Advisory Committee, and Commissioners Ahrens and Hunt asked for some directions. The part regarding that the Federal Fund Corridors get priority is deleted because in Category B our South Corridor was not one of the Federal Fund Corridors, so it just goes A which is the Midway Corridor, B which is the B Corridors, including ours. This was deleted yesterday.

Chairman Finley continued, at the RTB retreat this was all on light rail for about three hours, and how we are going to be proceeding on it. The RTB is going to take a much more active role on light rail regarding legislation and overseeing and making sure that the plans go up there with a unified consensus at all levels. This is a role which they are going to play, and he thinks this is a very key role because it has come in the Transportation Study Committee by the Legislature, which consists of legislators.

Another thing, Chairman Finley wanted to say, and he explained this to the RTB, we have had a tremendous amount of roadblocks thrown at us as this process has gone through by the City, and the fact that we have to deal with the Architectural Committee, Citizen Councils, Downtown Task Force, and we have so much citizen involvement in meetings, but we are plugging along. We have had real good reaction from the other RTB members that feel that the County is doing an excellent job in getting through, and weeding through it all.

Chairman Finley would like to say publicly, that it is really a credit to our staff, we only have three people, Jill Goski, James Tolaas, and Kathryn DeSpiegelare. They have really done a yeoman's service far beyond the call of duty here with all of the night meetings, and unlike a lot of people who go to evening meetings, then they take comp time, or whatever and they are entitled to it. Our staff never gets a chance to take it because the next morning they have another 7:30 A.M. meeting, after an evening meeting. All three of them have been doing a tremendous amount of that. It is the reason that we are able to move ahead. He wanted to thank Jill, Kathy and Jim really for doing that.

Chairman Finley is sure that the other members of the Board share his thanks to the RRA staff.

3. Update on Northeast Corridor Alignment Study

Chairman Finley asked Ms. DeSpiegelaere to bring the Board up to date.

Ms. DeSpiegelaere addressed the Board, they have begun work on the Corridor with Strgar-Roscoe-Fausch. Yesterday was the first meeting of the Northeast Corridor Task Force which Commissioner McCarty chaired. There was a good attendance, and there has been good interest in the subject. On July 23 at 7:00 P.M. a Public Forum will be held on the Northeast Corridor at the East Side Branch YMCA.

Commissioner Norgard commented that three Commissioners have been invited to go, and Ms. DeSpiegelaere asked who would chair this Forum, and he assured her that one of the Commissioners should be there, with someone to back us up. The Commissioners have so many meetings to go to, and he does not feel that all three have to be there. We will have to start delegating different people to go to the meetings.

Chairman Finley feels rather than specifically assign, he would rather have the Commissioners try to work it out in their particular areas. The Board has always helped each other in accommodating our schedules, that is the one good thing that has been good about this Board, in trying to meet their responsibilities of being at these meetings. Whatever is worked out is fine, everyone is capable of handling these meetings, that is another nice part of the Board is that everyone is knowledgeable enough so that they can pick it up and do it without any problems, they know how to handle it, they know the issues, and they know what is important and what is not important. He is confident that whatever the people want to work out is fine.

4. Update on South Corridor Alignment Study

Ms. DeSpiegelaere said that on the South Corridor Dakota County is preparing a Request for Proposal for a consultant, and Ramsey County will be participating in the study. It is proposed, however, that Dakota County Staff will have the primary responsibility for this effort, and Ramsey County will have a partnership similar to that which Hennepin has with us on the Midway Corridor. They would be the lead agent, and Ramsey County will have a voice in the decisions.

5. Authorize BRW to hire Basile Baumann Prost & Associates as a sub-consultant for Midway Corridor LRT Economic Impact Forecasts.

Chairman Finley mentioned that Ms. DeSpiegelaere had been talking to a group out at St. Thomas College who do these types of things as well. He does not know whether or not they should be in addition to, or whether they have the expertise to do this sub-contract work, and how this should be handled. We had talked about St. Thomas College as they have some courses in this, and Ms. DeSpiegelaere had taken this upon herself to talk to some of the professors at St. Thomas College to see what help they could give to us. She has had some meetings with them, and they said they could do something for us. He asked Ms. DeSpiegelaere if they are qualified, and if she would like to have them on board as well, to oversee, or how would she like to have this handled.

Ms. DeSpiegelaere explained that they would be an addition to this consultant. The economic impact topic is of key importance to St. Paul, and as it is very important, and sometimes it is difficult to get information on. The proposal before you is to hire this firm of Basile Baumann Prost, for an amount not to exceed \$30,000. The people at St. Thomas are standing over my shoulders and advising me as this is not an area in which she has a lot of expertise. Rich Hadley of the St. Paul Chamber has a partnership with the College of St. Thomas, and they have really offered her some excellent advice, and she thinks this would be a real asset in making sure that Ramsey County view of the economic impact is complete and accurate. Yesterday she received a letter from St. Thomas for their part of the proposal, for their part of the proposal they would estimate their cost at \$1200 with an additional \$1,000, so it would be a maximum of \$2,200. This does not require action on the part of the Board, and that is why is not being brought to you today as an action item.

Ms. DeSpiegelaere continued, because this area is so important, and because it is not in the transportation area, it is an economic impact, this will be valuable information for this Board.

Chairman Finley said this is the primary reason why St. Paul has always maintained that University Avenue should be the place, always saying because of the great economic impact that light rail is going to have on it, it should be on University Avenue, and he thinks that is why it is so important that we have the actual data instead of someone just saying this is what happened as we have found in the past in going around to the other cities that it has taken a long period of time to have a positive impact, if any. Usually, they are only at the stations. He thinks with someone who has more expertise than lip service, that it is a good idea.

Commissioner McCarty asked with the use of the people of St. Thomas, how do they get paid.

Ms. DeSpiegelaere explained that because of the amount of the contract, this can be handled without Board action.

Commissioner McCarty would encourage the use of these people, as when he was active in Mounds View City matters, they enlisted the aid of some professor at the University of Minnesota in addition to their consultant, and it proved to be a invaluable asset.

Ms. DeSpiegelaere added that the College of St. Thomas has had a management contract with the City of St. Paul, Mayor Scheibel, to do with the goal setting so they do have some expertise with government.

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

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 an economic impact analysis for alternative alignments in the Midway Corridor and for downtown St. Paul; and

WHEREAS, four proposals were received and compared and the staff recommendation is to accept the proposal of Basile Baumann Prost & Associates; Now, Therefore, Be It

RESOLVED, That BRW, Inc. is authorized to contract with Basile Baumann Prost & Associates for an economic impact analysis for the Midway Corridor LRT Environmental Impact Statement at a cost not to exceed \$30,000.

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

6. Update on Regional Coordination Plan

Ms. DeSpiegelaere addressed the Board, there is a meeting tomorrow of the Joint LRT Advisory Committee, at which priorities of funding and corridors will be discussed.

Chairman Finley asked that Ms. DeSpiegelaere tell them what the action was, we did not, and the argument that he used was that we should not divide Corridor B, because that was the approach they took, he could not very well divide it, and put ours above the others, so he just said we have to treat this uniformly. This issue comes before them tomorrow. The other part on the coordination plan, at the retreat of RTB yesterday, because there has been a little bit of question about the increased cost of the first corridor, because of tunneling, and possibly tunneling by the Capitol, that he suggested and he thought this could be brought up at the Advisory Committee that he had suggested at the retreat that hopefully the respective RRA's will have a better cost of the actual construction cost towards the end of the Coordination Plan. This could possibly be tied as an addendum to the Coordination Plan so that we, in the metropolitan area, do not run into the same problems that other units of government have run into throughout the country, saying that you told us one cost, and it really ends up costing this. Even if it is worse, we are better off to be honest and forthwith than saying it is going to cost \$350,000,000, two years ago we may have said \$250,000,000. We are better off to have the actual figures. He had raised this at the time of the Development and Feasibility Plan at the RTB because he read all the material, and material was not consistent. They had said, no, that would be taken care of, and it isn't. Of course, exactly that happened when the Legislative Study Commission got into it, and said, what Hennepin County and Ramsey County have in their plans, and you add those two together, this is not what is in the RTB Plan. At that time when he raised the issue no one paid any attention to it at that time except our Board. They took the advice at the RTB Staff level that as an addendum to the Coordination Plan that any updated figures should be used, even though it is not part of the Coordination Plan. But, then, at least everyone will know what is going on, everyone will be on the same level, hopefully.

Ms. DeSpiegelaere explained what it has been changed and how, previously in the 1988 Study for the Midway Corridor, the costs were associated with University Avenue, there would not be any right of way costs associated with University Avenue. Now we find there will be additional costs, providing parking off streets, we would have to buy land, and there may be structures, needed to provide parking, space for stations, etc. These are coming to light now with the Engineering Study.

Commissioner McCarty would like to know at what point are we taking a vote on University Avenue.

Chairman Finley explained this to the RTB at their meeting yesterday that we are taking a considerable amount of time, and he does not think that the Board would even consider it, but because of the City of St. Paul and Metropolitan Council's position, we are going through the painstaking efforts to have

justification for our initial feelings that this is just not going to work, and he thinks that there will be enough data to support this. But, unfortunately, you did not have to be an engineer, all you have to do is look at the street to figure it out. If you take a look at the intersections of University and Lexington, or University and Snelling, you would not have to have too many degrees that it would be pretty difficult to put another mode of transportation in there that will work.

7. Approve Partial Payment No. 1 to SRF, Inc. in the amount of \$1,571.89

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. (SRF) for the purpose of conducting a Northeast Corridor LRT Alignment Study; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-90-001, governs the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. has satisfactorily completed portions of the work identified in the referenced agreement, and provided detailed invoice documentation for services and costs accrued through May 31, 1990; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 1, Partial Payment No. 1, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through May 31, 1990; Now, Therefore, Be It

RESOLVED, the Ramsey County Regional Railroad Authority approves payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$1,571.89 for services rendered through May 31, 1990.

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

8. Authorize Regional Railroad Authority staff to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with Agreement No. RCRRA-90-001 for the Northeast Corridor Alignment Study.

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

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completing Alignment Studies for the Northeast Corridor; and

WHEREAS, Contract Agreement No. RCRRA-90-001, in the amount of \$244,865 governs the performance of services and terms of payment; and

WHEREAS, The Rail Authority desires to issue prompt payment to Strgar-Roscoe-Fausch, Inc. for work completed in accordance with governing agreement requirements; Now, Therefore, Be It

RESOLVED, The staff of the Ramsey County Regional Railroad Authority is authorized to process payments to Strgar-Roscoe-Fausch, Inc. for work completed and invoiced in accordance with agreement requirements; and Be It Further

RESOLVED, The invoice and payment documentation shall be submitted to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation; and Be It Further

RESOLVED, The final payment for services rendered under Ramsey County Regional Railroad Authority Agreement No. RCRRA-90-001 shall not be issued until approved by resolution of the Rail Authority.

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

R90-43

9. Ratify Partial Payment No. 8 to BRW, Inc. in the amount of \$75,747.93

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

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 April 30, 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 Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 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

R90-44
WHEREAS, BRW, Inc. Invoice No. 58186, Partial Payment No. 8, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through April 30, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$75,747.93 for Ramsey County Regional Railroad Authority's share of services rendered through April 30, 1990 is hereby ratified.

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

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

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

Chairman Finley
Originating Department

Board Action Requested

CHAIRMAN'S COMMENTS

J. T. Finley /s/ 7/17/90
Authorized Signature Date

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
July 24, 1990

Signature

Date

Board Date

Signature

Date

J. L. Glendon

7/17/90

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

<u>Regional Railroad Authority</u> Originating Department <u>K. DeSpiegelaere</u> Authorized Signature <u>7/16/90</u> Date	<u>Board Action Requested</u> Information on Cedar Street bridge over I-94. <u>DISCUSSION AND POSSIBLE ACTION</u>
--	---

Request Justification

- See attached:
- 1) Memorandum from K. DeSpiegelaere of July 16, 1990
 - 2) Letter from Chairman John T. Finley of June 12, 1990
 - 3) Letter from Commissioner Leonard Levine date July 2, 1990

Budgeting and Accounting <u>Ed Glendon</u> County Attorney <u>Bill Marshall</u> Risk Manager _____ Data Processing _____ _____ Previous Action taken on Request _____ <u>7/17/90</u>	Date / Time Received By
--	----------------------------

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>July 24, 1990</u>	<u>J. L. Glendon</u>	<u>7/17/90</u>
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

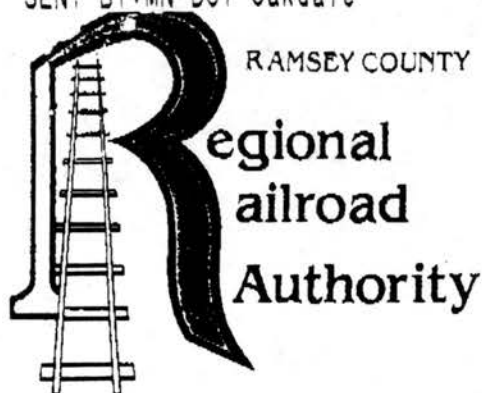
District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6



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

June 12, 1990

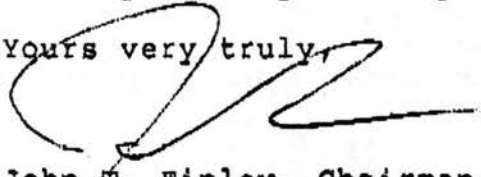
Mr. Leonard Levine, Commissioner
Department of Transportation
Transportation Building
Saint Paul, Minnesota 55155

Dear Commissioner Levine:

It has come to my attention that the Minnesota Department of Transportation plans to replace a bridge over I-94 on Cedar Street just north of downtown St. Paul. At the same time, Ramsey County Regional Railroad Authority, as part of its LRT process, has defined Cedar Street as the preferred location for LRT in downtown St. Paul. I hope that accommodations for LRT will be included in the new bridge on Cedar Street. Regional Railroad Authority staff will be in contact with Mn/DOT staff on this subject.

Thank you for your cooperation.

Yours very truly,


John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/blk

cc: Kathryn DeSpiegelaere, Director of LRT Planning
Bill Crawford, Mn/DOT
Dan Dunford, St. Paul Public Works
Al Lovejoy, St. Paul PED





John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCart

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 *ZL9*

SUBJECT: Cedar Street Bridge over I-94

DATE: July 16, 1990

The Minnesota Department of Transportation (Mn/DOT) plans to replace the bridge on Cedar Street over I-94. Cedar Street has been identified as the preferred alignment for LRT in downtown St. Paul.

A letter was sent on this topic by Chairman Finley to Mn/DOT Commissioner Levine. A copy of that letter and the response are attached.

It appears from discussions with Bob Winter, Mn/DOT I-94 Project Manager, that LRT can be added to the bridge at a later date relatively easily. Mr. Winter will be at the July 24 Ramsey County Regional Railroad Authority meeting to provide information on this subject.

The Cedar Street bridge plan is subject to approval by the St. Paul City Council on July 26.

Recommendation:

Although no action is required on this item, you may wish to pass a resolution regarding the bridge.

KD/blk
Attachments



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



LEONARD W. LEVINE
COMMISSIONER

(612) 296-3000

July 2, 1990

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

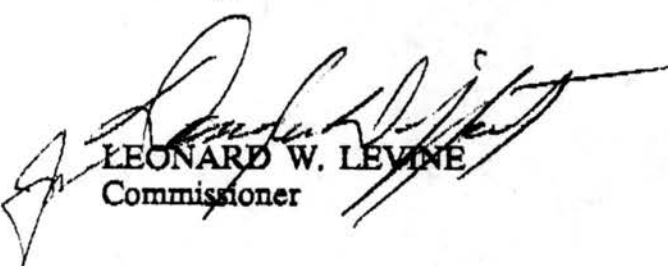
Dear Mr. Finley:

The Cedar Street Bridge over I-94 in downtown St. Paul will be replaced in the summer of 1991 as part of the I-94 reconstruction.

The construction plans are complete and we will open bids this July 27. The design does not include accommodations for LRT on the Cedar Street Bridge. However, the plans do not exclude the possibility of modifying the bridge to accommodate LRT if that decision is made.

When a decision is reached on LRT and if Cedar Street is the selected route, then we should determine the appropriate course of action to make LRT accommodations.

Sincerely,


LEONARD W. LEVINE
Commissioner

cc:
D. H. Differt
L. F. McNamara
W. M. Crawford
S. E. Baker
P. C. Hughes
D. Flemming
R. A. Elasky/Winter
Oakdale District File (C.S. 6282)
Oakdale Staff Letter Log

An Equal Opportunity Employer

LWL:skb
B. Winter

3

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

<u>Regional Railroad Authority</u> <u>Originating Department</u> <u>K. DeSpiegelaere</u> Authorized Signature <u>7/16/90</u> Date	<u>Board Action Requested</u> Progress on Coordination Plan <u>*ACTION IS REQUESTED</u>
---	--

Request Justification

- See attached:
- 1) Proposed resolution on federal funding
 - 2) Memorandum from K. DeSpiegelaere dated 7/16/90
 - 3) Draft 10-year budget
 - 4) Status of projects
 - 5) Memorandum from Dave Minister on low-floor vehicles

<u>Budgeting and Accounting</u> <u>Ed Blanky</u> <u>7/17/90</u> <u>County Attorney</u> <u>David Marshall</u> <u>Risk Manager</u> <u>Data Processing</u> <u>Previous Action taken on Request</u>	Date / Time Received By

Comments / Recommendation

Documentation certified complete for:

<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
<u>Committee / Meeting Date</u>	<u>Signature</u>	<u>Date</u>
July 24, 1990	<u>F. L. Henderson</u>	7/17/90
<u>Board Date</u>	<u>Signature</u>	<u>Date</u>



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The 1989 Minnesota State Legislature directed the Regional Transit Board to prepare a Light Rail Transit Development and Financial Plan for the metropolitan region; and

WHEREAS, The Regional Transit Board submitted to the Minnesota State Legislature its Light Rail Transit Regional Development and Financial Plan in a timely manner; and

WHEREAS, The seven regional railroad authorities in the metropolitan region, the Metropolitan Council and the Regional Transit Board have concluded that implementation of light rail transit will be of benefit in reducing congestion and air pollution; and

WHEREAS, Each of the seven metropolitan county regional railroad authorities signed a letter to the Urban Mass Transportation Administration requesting support for the development of the Minneapolis Northeast, the Hiawatha and the I-35W South Light Rail Transit Corridors; and

WHEREAS, The U.S. House Transportation Appropriations Subcommittee has adopted similar language in their subcommittee report; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority urges inclusion of the following language in the U.S. Senate Transportation Appropriations Subcommittee Report:

URBAN MASS TRANSPORTATION ADMINISTRATION

Minnesota-The Committee has included \$2,000,000 in Section 8 planning money to help Minnesota with the planning of the proposed light rail system in the Twin Cities. These funds are to be used for the necessary studies and environmental documents in order to make the following corridors eligible for federal design and construction funds:

- a) I-35W South to 96th Street
- b) Hiawatha to Federal GSA Building
- c) Minneapolis-Northeast to Northtown Shopping Center.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

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

MEMORANDUM

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

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

SUBJECT: Progress on Coordination Plan

DATE: July 16, 1990

At its last meeting, the Joint LRT Advisory Committee reviewed information and took action on items related to the Coordination Plan. The Committee:

1. Approved a resolution requesting \$2 million in federal funds for three LRT corridors.

The resolution attached to this documentation is proposed for adoption by Ramsey County Regional Railroad Authority. It affirms your support for federal funding and is consistent with the Development and Financial Plan for LRT and with a letter signed by Chairman Finley to the Urban Mass Transportation Administration.

2. Directed staff and consultants to prepare a proposed 10-year budget that is less conservative than the one attached (Attachment 1).
3. Reviewed information on the status of projects and potential opening dates for light rail transit corridors (Attachment 2).

Note that the earliest projected opening date is 1997.

4. Reviewed information over the past several meetings on low-floor vehicles and endorsed Option 1 in Attachment 3,

"Decide to stay with the already-adopted high platform, standard floor height light rail vehicle as adopted by the HCRRA, the ACRRA and (tentatively) by the RCRRA."

Recommendation:

A resolution has been prepared for your consideration on federal funding.

KD/blk
Attachments

7/2/90

PROCEDURES/ASSUMPTIONS FOR DEVELOPING 10-YEAR IMPLEMENTATION SCHEDULE AND BUDGET

1. The time period for the 10-year LRT implementation schedule is 1992-2001.
2. Group A components will be divided into:
 - o A-1: Midway Corridor/Downtown St. Paul
 - o A-2: University Connector/Downtown Minneapolis/Yards and Shops
3. Costs will be in 1991 dollars.
4. The assumed revenues will be:
 - o 1/2¢ regional sales tax
 - o \$25 million/year federal funds starting in 1994
 - o County share (10%) of all Group B Corridors
5. An average cost/corridor for Group B will be developed.
6. The time schedule and the implementation of each Group B Corridor will be assumed to be the same.
7. A new corridor will be started every 30 months.
8. A cash flow table will be developed for the 10-year period using the above assumptions.

DRAFT

7/10/90

COSTS/REVENUE FOR 10-YEAR LRT IMPLEMENTATION SCHEDULE (1991 \$M)

ITEM	CALENDAR YEAR									
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
COSTS										
A-1. Downtown Minneapolis/University	15	38	68	68	21	--	--	--	--	--
A-2. Downtown St. Paul/Midway	4	12	31	56	56	17	--	--	--	--
B-1. Group B (FE 6/94)	1	2	7	12	47	48	35	2	--	--
B-2. Group B (FE 12/96)	--	--	1	1	5	9	35	48	47	38
B-3. Group B (FE 6/99)	--	--	--	--	1	1	2	7	12	47
B-4. Group B (FE 12/01)	--	--	--	--	--	--	1	1	5	9
Subtotal	20	52	107	137	130	75	73	58	64	94
REVENUES										
Regional Sales Tax (1/2%)	106	106	106	106	106	106	106	106	106	106
Federal Funds	--	--	25	25	25	25	25	25	25	25
County (10% of Group B)	--	--	1	1	5	6	7	6	6	9
Subtotal	106	106	132	132	136	137	138	137	137	140
Net	86	54	25	(5)	6	62	65	79	73	46
Cumulative Surplus	86	140	165	160	166	228	293	372	445	491

7/2/90

**TIME SCHEDULE FOR COMPLETION OF GROUP A AND GROUP B CORRIDORS ASSUMING
NO FUNDING CONSTRAINTS AND NO EXTERNAL TIME DELAYS**

CORRIDOR	TYPE OF EIS	CURRENT STATUS	MONTHS AS OF 7/90 SINCE INITIATION OF FIRST TASK	MONTHS LEFT TO OPENING OF LRT SERVICE WITH NO FUNDING CONSTRAINTS	DATE OF OPENING
Central					
A-1 Midway/Downtown St. Paul	State	Complete DEIS 10/90	15	91	1/98
A-2 University Connector/ Downtown Minneapolis	State	Initiate PE 9/90	26	80	2/97
Minneapolis Tunnel Extension	State	Initiate PE 9/90	26	80	2/97
Minneapolis Northeast	Federal	AA/DEIS to Begin 9/90, State EIS Completed 5/91	10*	106	5/99
Minneapolis Northwest (63rd)	State	Complete PD EIS 9/90	26	80	2/97
I-35W (96th Street)	Federal	Complete AA/FEIS 12/91	29	111**	10/99
Hiawatha (GSA)	Federal	State EIS Completed 9/90; AA/DEIS to Begin 9/90	16***	100	11/98
St. Paul South (TH 110)	State	Alignment Study to Begin 8/90	-13	119	6/00

* Assumes AA/DEIS can be completed in 12 months due to work completed on State EIS

** An additional two years are added to the typical schedule to account for right-of-way acquisition and highway construction; a segment to CR 62 could open earlier.

*** Assumes FHWA FEIS is utilized and cost-effectiveness can be completed in 6 months

Attachment 2

REGIONAL TRANSIT BOARD

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

DATE: June 29, 1990
TO: Joint LRT Advisory Committee
FROM: Dave Minister, RTB-LRT Development
SUBJECT: Options for Pursuing Further Investigation into the Merits of
"Low-Floor" Light Rail Vehicles for the Twin Cities' Region

Issue:

A number of new "low-floor" light rail vehicles (LRV's) are now being designed and manufactured in Europe by about a half dozen experienced and reputable LRV car builders. Approximately 350 such LRV's are now in various stages of development, all the way from the design board to operating on the street. It is not yet certain how well a "low-floor" LRV would perform that would meet the Twin Cities' performance requirements-i.e., able to run at speeds of 55-60 mph in trains on 3-4 cars. It now appears that there are some new "low-floor" LRV's now being designed and built that either will meet these criteria or could with some modifications. A number of important questions remain as to their stability at speeds of 50-60 mph; their reliability and maintainability; their costs; and how many car builders would be willing to build them for the U.S./Twin Cities' market at a competitive price comparable to the standard "high-platform" LRV.

(Note: A "low-floor" LRV has a floor height of only 12-14 inches vs. a standard LRV floor height of 36-40 inches.)

Options:

The options available appear to be as follows:

1. Do Nothing: Decide to stay with the already-adopted high-platform, standard floor height LRV as adopted by the HCRRRA, the ACRRRA and (tentatively) by the RCRRRA;
2. Modified Do Nothing: Decide that both "low-floor" and standard high platform LRV's are potentially viable options. Leave the final LRV floor-height and station platform height issue open for now. When and if major construction funding is secured, do an investigation along the lines of either option #3 or #4, which follow.

Staff Committee to the Joint LRT Advisory Committee
June 11, 1990
Page Two

3. Minimum Investigation: Request the RTB and/or the RRA's to spend \$5-7,000.00 for approximately 50 hours of technical investigation by a qualified LRV consultant as to the exact status, technical capabilities and costs of the new European "low-floor" LRV's that either meet the Twin Cities' performance requirements or could with some modifications. A findings report would be prepared.
4. Maximum Investigation: Request the RTB and/or the RRA's to spend \$25-30,000.00 for actual firsthand visits to Europe by qualified staff (MTC, etc.) and a qualified LRV consultant. This small 2-3 person investigating team would go direct to the LRV carbuilders' factories and to the operating properties to ascertain firsthand how well these new LRV's are performing or are anticipated to perform. A detailed findings report would be prepared.

Leaving the issue open would allow for alternative designs for station platform heights and also would affect the final design of the LRV maintenance facility building, as "low-floor" LRV's would have most of their equipment on the roof instead of under the floor where most of it is on standard LRV's.

It appears that keeping the LRV floor height issue open during the coming phase in the design (30% P.E. level) would be possible.

It would also be advisable to check with the 3 or 4 "pre-qualified" HCRRRA turnkey contractors to see if a decision to go with a "low-floor" LRV would present any difficulties with them/their ability to provide such an LRV that is of a proven "low-floor" LRV design.

RDM:cm

cc: J. Hollander
H. Blin
G. Isaacs

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

5

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 7/16/90
Authorized Signature Date

Board Action Requested

Progress on ridership forecasts for
Midway Corridor

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Ed Glanville 7/17/90

Don Marshall

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

July 24, 1990

Board Date

Signature

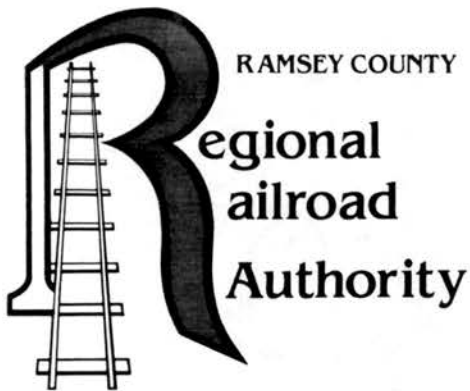
J. L. Glendenning

Signature

Date

7/17/90

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 *JD*

SUBJECT: Ridership Forecasts for Midway Corridor

DATE: July 16, 1990

There have been delays encountered in the production of ridership forecasts that will have an impact on the schedule of completion of the Draft Environmental Impact Statement for the Midway Corridor.

I have asked BRW to prepare:

1. A revised schedule. I anticipate that a delay of 2-3 weeks will be likely because of the delay in the forecasts.
2. A memorandum about forecasting in general. Numbers such as ridership forecasts and economic development forecasts tend to take on an importance that far exceeds their precision. I have asked that the memo outline what the forecasts will tell us and how they should be interpreted.
3. A memorandum about why the delays have occurred and how that has affected elements of the Midway Corridor Environmental Impact Statement.

I will share this information with you at your next meeting, but I wanted you to be aware of the problem and its impact because of the importance of the schedule for completing the Midway Corridor alignment decision.

Recommendation:

For your information.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

Regional Railroad Authority

Originating Department

R. Desjardins 7/16/90
Authorized Signature Date

Board Action Requested

Quarterly report of payments for RCRRA

~~April to June~~, 1990 *OK*

*ACTION IS REQUESTED

Request Justification

Proposed resolution

See attached memorandum from J. Van Houdt dated July 5, 1990 *OK*

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

July 24, 1990

Board Date

J. L. Henderson
Signature

7/17/90

Date



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 ~~April~~ through ~~June~~, 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
Fax: 298-4565

TERRY SCHUTTEN
Executive Director

JAMES H. VAN HOUDT
Director - Budgeting & Accounting

MARLEN D. JOHNSON
Accounting Manager

VERNON H. WEHLAGE
Budget Manager

MEMORANDUM

DATE: July 5, 1990
TO: Terry Schutten, Executive Director
FROM: *JUH* James Van Houdt, Director - Budgeting & Accounting
SUBJECT: Ramsey County Regional Railroad Authority
Quarterly Report of Payments: April - June 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 April through June 1990 and a copy of the Budget Condition Report as of June 29, 1990.

JVH:EG:ja/gcl
Attachments

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

PCT OF YEAR ELAPSED = 49.32

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59101	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY							
	CONSULTING SERVICES							
020102	50,000.00	0.00	0.00	50,000.00	50,000.00	0.00	0.00	
	STATE AUDITOR							
020122	1,800.00	839.00	0.00	961.00	961.00	0.00	0.00	46.61
	LEGISLATIVE REPRESENTATIVE							
020154	25,000.00	0.00	0.00	25,000.00	25,000.00	0.00	0.00	
	COUNTY ATTORNEY SERVICES							
020174	52,576.00	1,730.00	0.00	50,845.92	50,845.92	0.00	0.00	3.29
	EXECUTIVE DIRECTOR-SERVICES							
020176	56,040.00	4,000.88	0.00	52,039.12	52,039.12	0.00	0.00	7.14
	BUDGETING AND ACCOUNTING SERVICES							
020179	31,550.00	3,906.28	0.00	27,643.72	27,643.72	0.00	0.00	12.38
	DATA PROCESSING SERVICES-MTCE							
020185	7,200.00	355.81	0.00	6,844.19	6,844.19	0.00	0.00	4.94
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	301,740.00	28,231.28	0.00	273,508.72	273,508.72	0.00	0.00	9.36
	POSTAGE							
020202	5,800.00	597.30	0.00	5,202.70	5,202.70	0.00	0.00	10.30
	TELEPHONE LONG DISTANCE CHARGES							
020207	380.00	59.70	0.00	320.30	320.30	0.00	0.00	15.71
	TELEPHONE-LOCAL SERVICE							
020208	1,260.00	111.78	0.00	1,148.22	1,148.22	0.00	0.00	8.87
	TRANSPORTATION ALLOWANCE							
020301	600.00	0.00	0.00	600.00	600.00	0.00	0.00	
	MESSENGER SERVICE							
020305	600.00	0.00	0.00	600.00	600.00	0.00	0.00	
	PUBLISHING MINUTES & NOTICES							
020401	8,560.00	142.42	0.00	8,417.58	8,417.58	0.00	0.00	1.66

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			* CONTINUED *				
	PRINTING & STATIONERY							
020501	19,890.00	4,085.02	0.00	15,804.98	15,804.98	0.00	0.00	20.54
	PARKING SPACE							
020909	2,350.00	1,080.00	0.00	1,270.00	1,270.00	0.00	0.00	45.96
	BOOKS, PERIODICALS, SUBSCRIPTIONS							
021101	250.00	244.00	0.00	6.00	6.00	0.00	0.00	97.60
	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	2,076.87	0.00	1,923.13	1,923.13	0.00	0.00	51.92
	OTHER TRAVEL							
021407	20,000.00	399.00	0.00	19,601.00	19,601.00	0.00	0.00	2.00
	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	596,096.00	47,915.67	0.00	548,180.33	548,180.33	0.00	0.00	8.04
	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	2,144.06	389.70	1,955.94	1,566.24	0.00	0.00	52.29
	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	

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			* 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 DEG-TOT	4,319,496.00	50,113.72	389.70	4,269,382.28	4,268,992.58	0.00	2,228,000.00	1.16

5

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
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
016-TOT	4,372,131.00	102,392.71	389.70	4,269,738.29	4,269,348.59	0.00	2,228,000.00	2.34

RFC
FUND NO. 591 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

APPROPRIATION NO.	ADJ. CURRENT APPROPRIATION	AMOUNT EXPENDED	UNPAID ENCUMBRANCES	BALANCE UNEXPENDED	BALANCE UNENCUMBERED	TRANSFER IN (TO)	TRANSFER OUT (FROM)	PCT EXPD YTD
59102	KCRRRA - COMPREHENSIVE LRT PLAN							
	CONSULTING SERVICES							
020102	94.56	7,508.84	0.00	7,414.28CR	7,414.28CR	0.00	0.00	7940.82
020174	COUNTY ATTORNEY SERVICES							
10,680.00	942.90	0.00	9,737.10	9,737.10	0.00	0.00	8.83	
	EXECUTIVE DIRECTOR-SERVICES							
020176	4,201.05	2,408.29	0.00	1,792.76	1,792.76	0.00	0.00	57.33
	BUDGETING AND ACCOUNTING SERVICES							
020179	3,650.36	0.00	0.00	3,650.36	3,650.36	0.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185	0.00	158.16	0.00	158.16CR	158.16CR	0.00	0.00	1600.00
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	6,820.11	9,436.06	0.00	2,615.95CR	2,615.95CR	0.00	0.00	138.36
	POSTAGE							
020202	75.18	101.47	0.00	26.29CR	26.29CR	0.00	0.00	134.97
	MESSENGER SERVICE							
020305	28.50	39.50	0.00	11.00CR	11.00CR	0.00	0.00	138.60
	PUBLISHING MINUTES & NOTICES							
020401	1,549.12	0.00	0.00	1,549.12	1,549.12	0.00	0.00	
	PRINTING & STATIONERY							
020501	2,814.69	2,835.73	0.00	21.04CR	21.04CR	0.00	0.00	100.75
	INTEREST							
021192	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	COMMITTEE COMPENSATION							
021226	1,590.00	0.00	0.00	1,590.00	1,590.00	0.00	0.00	
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	1,385.66	444.29	0.00	941.37	941.37	0.00	0.00	32.06
UTL 02	32,889.23	23,875.24	0.00	9,013.99	9,013.99	0.00	0.00	72.59
ORG-TOT	32,889.23	23,875.24	0.00	9,013.99	9,013.99	0.00	0.00	72.59

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
59103	RCRRA - PHASE I PRELIMINARY ENGINEERING							
	CONSULTING SERVICES							
020102	1,437,002.56	292,431.55	1,066,610.01	1,144,571.01	77,961.00	0.00	0.00	20.35
	COUNTY ATTORNEY SERVICES							
020174	33,818.00	6,257.69	0.00	27,560.31	27,560.31	0.00	0.00	18.50
	EXECUTIVE DIRECTOR-SERVICES							
020176	37,674.09	10,355.75	0.00	27,318.34	27,318.34	0.00	0.00	27.49
	BUDGETING AND ACCOUNTING SERVICES							
020179	13,681.20	151.70	0.00	13,529.50	13,529.50	0.00	0.00	1.11
	DATA PROCESSING SERVICES-MTCE							
020185	1,892.22	1,110.74	0.00	781.48	781.48	0.00	0.00	58.70
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	86,046.34	87,211.25	0.00	1,164.91CR	1,164.91CR	0.00	0.00	101.35
	POSTAGE							
020202	2,949.25	236.28	0.00	2,712.97	2,712.97	0.00	0.00	8.01
	MESSENGER SERVICE							
020305	193.65	14.50	0.00	179.15	179.15	0.00	0.00	7.49
	PUBLISHING MINUTES & NOTICES							
020401	4,571.60	52.25	0.00	4,519.35	4,519.35	0.00	0.00	1.14
	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	698.59	0.00	2.01	2.01	0.00	0.00	99.71
TOTL 02	1,636,546.47	398,755.31	1,066,610.01	1,237,791.16	171,181.15	0.00	0.00	24.37
DEG-TOT	1,636,546.47	398,755.31	1,066,610.01	1,237,791.16	171,181.15	0.00	0.00	24.37

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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
59106	RIGHT-OF-WAY ACQUISITION							
	CONSULTING SERVICES							
020102	166,000.00	0.00	0.00	166,000.00	166,000.00	166,000.00	0.00	
	COUNTY ATTORNEY SERVICES							
020174	36,000.00	552.16	0.00	35,447.84	35,447.84	36,000.00	0.00	1.53
	EXECUTIVE DIRECTOR-SERVICES							
020176	2,000.00	246.76	0.00	1,753.24	1,753.24	2,000.00	0.00	12.34
	BUDGETING AND ACCOUNTING SERVICES							
020179	2,000.00	0.00	0.00	2,000.00	2,000.00	2,000.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185	500.00	17.59	0.00	482.41	482.41	500.00	0.00	3.52
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	20,000.00	932.19	0.00	19,067.81	19,067.81	20,000.00	0.00	4.66
	POSTAGE							
020202	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	PUBLISHING MINUTES & NOTICES							
020401	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	PRINTING & STATIONERY							
020501	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	LAND ACQUISITION-RIGHT OF WAY							
040103	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	1,748.70	0.00	1,726,251.30	1,726,251.30	1,728,000.00	0.00	.10

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							
	CONSULTING SERVICES							
020102	270,000.00	0.00	244,865.00	270,000.00	25,135.00	270,000.00	0.00	
	COUNTY ATTORNEY SERVICES							
020174	17,000.00	2,908.00	0.00	14,092.00	14,092.00	17,000.00	0.00	17.11
	EXECUTIVE DIRECTOR-SERVICES							
020176	6,500.00	1,163.25	0.00	5,336.75	5,336.75	6,500.00	0.00	17.90
	BUDGETING AND ACCOUNTING SERVICES							
020179	3,000.00	75.85	0.00	2,924.15	2,924.15	3,000.00	0.00	2.53
	DATA PROCESSING SERVICES-MTCE							
020185	1,000.00	104.80	0.00	895.20	895.20	1,000.00	0.00	10.48
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	100,000.00	5,220.59	0.00	94,779.41	94,779.41	100,000.00	0.00	5.22
	POSTAGE							
020202	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	PUBLISHING MINUTES & NOTICES							
020401	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	PRINTING & STATIONERY							
020501	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	COMMITTEE COMPENSATION							
021226	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	500.00	34.60	0.00	465.40	465.40	500.00	0.00	6.92
ORG-TOT	400,000.00	9,507.09	244,865.00	390,492.91	145,627.91	400,000.00	0.00	2.38

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
59108	SOUTH CORRIDOR STUDY							
	CONSULTING SERVICES							
020102	65,000.00	0.00	0.00	65,000.00	65,000.00	65,000.00	0.00	
	COUNTY ATTORNEY SERVICES							
020174	2,500.00	0.00	0.00	2,500.00	2,500.00	2,500.00	0.00	
	EXECUTIVE DIRECTOR-SERVICES							
020176	1,000.00	17.63	0.00	982.37	982.37	1,000.00	0.00	1.76
	BUDGETING AND ACCOUNTING SERVICES							
020179	500.00	0.00	0.00	500.00	500.00	500.00	0.00	
	DATA PROCESSING SERVICES-MTCE							
020185	200.00	2.52	0.00	197.48	197.48	200.00	0.00	1.26
	COUNTY PROJECT MANAGEMENT SERVICES							
020193	30,000.00	100.71	0.00	29,899.29	29,899.29	30,000.00	0.00	.34
	POSTAGE							
020202	200.00	0.00	0.00	200.00	200.00	200.00	0.00	
	PUBLISHING MINUTES & NOTICES							
020401	200.00	0.00	0.00	200.00	200.00	200.00	0.00	
	PRINTING & STATIONERY							
020501	200.00	0.00	0.00	200.00	200.00	200.00	0.00	
	COMMITTEE COMPENSATION							
021226	100.00	0.00	0.00	100.00	100.00	100.00	0.00	
	VOLUNTEER/COMMITTEE MEETING EXPENSE							
021408	100.00	0.00	0.00	100.00	100.00	100.00	0.00	
ORG-TOT	100,000.00	129.86	0.00	99,879.14	99,879.14	100,000.00	0.00	.12

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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
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
DRG-TOT	100.00	100.00	0.00	0.00	0.00	100.00	0.00	100.00
ACT-TOT	8,269,666.70	536,499.91	1,311,864.71	7,733,166.79	6,421,302.08	2,228,100.00	2,228,000.00	6.49
FCT-TOT	8,269,666.70	536,499.91	1,311,864.71	7,733,166.79	6,421,302.08	2,228,100.00	2,228,000.00	6.49
FUND CURR. TOT	8,217,031.70	484,220.92	1,311,864.71	7,732,810.78	6,420,946.07	2,228,100.00	2,228,000.00	5.89
FUND R89 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	536,499.91	1,311,864.71	7,733,166.79	6,421,302.08	2,228,100.00	2,228,000.00	6.49

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME		
RAMSEY COUNTY	REGIONAL RAILROAD AUTHORITY	- CONSULTING SERVICES - STATE AUDITOR								
59101	020122	CA	49849	051890	00570012	525.00	MINNESOTA STATE AUDITOR			
		CA	50541	051890	00570012	105.00	MINNESOTA STATE AUDITOR			
	020122					630.00				
	COUNTY ATTORNEY SERVICES									
59101	020174	IC	51205	052590	00571075	404.91	IC TRANSFER PMT 400 40601	300908	M00132	
		IC	51206	052590	00571075	644.18	IC TRANSFER PMT 400 40601	300908	M00135	
		IC	51207A	052590	00571075	680.99	IC TRANSFER PMT 400 40601	300908	M00137	
	020174					1,730.08				
	EXECUTIVE DIRECTOR SERVICES									
59101	020176	IC	35202A	040690	00559023	2,273.63	IC TRANSFER PMT 400 40301	300908	A00257	
		IC	35203A	040690	00559023	1,727.25	IC TRANSFER PMT 400 40301	300908	A00258	
	020176					4,000.88				
	BUDGETING AND ACCOUNTING SERVICES									
59101	020179	IC	35062	040690	00559023	1,725.59	IC TRANSFER PMT 400 40303	300908	A00248	
		IC	46878	042090	00562900	1,099.83	IC TRANSFER PMT 400 40303	300908	A00259	
		IC	53963A	061590	00575228	474.06	IC TRANSFER PMT 400 40303	300908	A00269	
	020179					3,299.48				
	DATA PROCESSING SERVICES_MTCE									
59101	020185	IC	35051A	040690	00559023	181.29	IC TRANSFER PMT 574 57401	301385	C01279	
		IC	35052A	040690	00559023	174.52	IC TRANSFER PMT 574 57401	301385	C01218	
	020185					355.81				
	COUNTY PROJECT MANAGEMENT SERVICES									
59101	020193	IC	35053	040690	00559023	1,060.39	IC TRANSFER PMT 400 40801	300908	A02623	
		IC	35054	040690	00559023	1,224.67	IC TRANSFER PMT 400 40801	300908	A02651	
		IC	47609	050490	00565983	1,265.08	IC TRANSFER PMT 400 47109	300434	B00801	
		IC	47610	050490	00565983	3,411.94	IC TRANSFER PMT 400 47102	300434	B00803	
		IC	47610A	050490	00565983	955.34	IC TRANSFER PMT 400 47101	300166	B00803	
		IC	52319	060890	00574016	4,452.64	IC TRANSFER PMT 400 47102	300434	B00875	
		IC	52320	060890	00574016	1,721.14	IC TRANSFER PMT 400 47109	300434	B00871	
		IC	54525	062290	00577104	3,283.12	IC TRANSFER PMT 400 47102	300434	B00884	
	020193					17,374.32				
	POSTAGE									
59101	020202	IC	35055	040690	00559023	56.07	IC TRANSFER PMT 521 52104	350323	W00540	
		CA	47807	050190	00565908	40.00	DESPIEGELAERE-PETTY CASH	KATHRYN		
		IC	48065A	050490	00565983	33.00	IC TRANSFER PMT 521 52104	350323	W00572	
		IC	49885	051890	00569477	29.50	IC TRANSFER PMT 521 52104	350323	W00603	
		CA	51033C	052590	00571374	250.00	POSTMASTER C/O BUDGETING			
		IC	54526	062290	00577104	71.73	IC TRANSFER PMT 521 52104	350323	W00632	
	020202					480.30				

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RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	TELEPHONE LONG DISTANCE CALLS								
	59101	020207	CA	35362	040690	00559277	51.95	AT&T COMMUNICATIONS	
		020207					51.95		
	TELEPHONE-LOCAL SERVICE								
	59101	020208	CA	47880	050190	00565550	67.53	U S WEST COMMUNICATIONS	
		020208					67.53		
	PUBLISHING MINUTES & NOTICES								
	59101	020401	CA	54874	062690	00577741	142.42	ST PAUL CITY OF	
		020401					142.42		
	PRINTING & STATIONERY								
	59101	020501	IC	35056	040690	00559023	250.70	IC TRANSFER PMT 400 40301	300130 A02593
			CA	46580	042090	00563199	74.30	ST PAUL CITY OF	
			IC	46879	042090	00562900	91.14	IC TRANSFER PMT 400 41202	300404 H01142
			IC	486280	051190	00567559	29.80	IC TRANSFER PMT 400 41202	300404 H01128
			IC	48783	051190	00567559	268.80	IC TRANSFER PMT 400 40301	300130 A02596
			IC	49886	051890	00569477	361.30	IC TRANSFER PMT 400 40301	300130 A02598
			IC	49887	051890	00569477	624.75	IC TRANSFER PMT 400 41202	300404 H01198
			IC	54369	062290	00577104	198.20	IC TRANSFER PMT 400 40301	300130 A02600
		020501					1,898.99		
	PARKING SPACE								
	59101	020909	CA	47253	042790	00564945	180.00	VICTORY PARKING INC	
			CA	50491	051890	00569638	180.00	VICTORY PARKING INC	
			CA	54540	062290	00577108	180.00	VICTORY PARKING INC	
		020909					540.00		
	BOOKS, PERIODICALS, SUBSCRIPTIONS								
	59101	021101	CA	49850	051590	00569409	125.00	AMERICAN PLANNING ASSOCIATION	
			CA	55806	062990	00579056	58.00	REED BUSINESS PUBLISHING LTD	
		021101					183.00		
	CONFERENCE & SEMINAR EXPENSES								
	59101	021403	CA	47964	050490	00566755	435.00	AMERICAN PUBLIC TRANSIT ASSN	
			CA	51126	052590	00571879	524.00	TOLAAS	JAMES
		021403					959.00		
	OTHER TRAVEL								
	59101	021407	CA	53144	061290	00575125	399.00	DESPIEGELAERE	KATHRYN
		021407					399.00		
	EQUIPMENT								
	59101	040300	PO	R01717	061990	00576967	189.57	VISUALON	
		040300					189.57		

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							32,302.33	

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RCRRA COMPREHENSIVE LRT PLAN

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
EXECUTIVE DIRECTOR SERVICES	59102	020176	IC	35202C	040690	00559023	229.13	IC TRANSFER PMT 400 40301	300908 A00257
		020176					229.13		
DATA PROCESSING SERVICES MTCE	59102	020185	IC	35052	040690	00559023	14.82	IC TRANSFER PMT 574 57401	301385 C01218
		020185					14.82		
COUNTY PROJECT MANAGEMENT SERVICES	59102	020193	IC	47611	050490	00565983	802.80	IC TRANSFER PMT 400 47102	300434 B00804
			IC	47611A	050490	00565983	224.31	IC TRANSFER PMT 400 47101	300166 B00804
		020193					1,027.11		
POSTAGE	59102	020202	IC	35055A	040690	00559023	56.07	IC TRANSFER PMT 521 52104	350323 W00540
			IC	48065B	050490	00565983	7.15	IC TRANSFER PMT 521 52104	350323 W00572
			IC	49885B	051890	00569477	14.75	IC TRANSFER PMT 521 52104	350323 W00603
		020202					77.97		
MESSENGER SERVICE	59102	020305	CA	45349K	041390	00561069	26.00	DATA DISPATCH INC	
			CA	45718I	041390	00561069	13.50	DATA DISPATCH INC	
		020305					39.50		

RCRRA COMPREHENSIVE LRT PLAN

1,388.53

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RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
CONSULTING SERVICES									
59103	020102	CA	PA800	042790	00565370		55,234.37	BRW INC	
		CA	PA80C	060190	00573078		74,637.71	BRW INC	
		CA	PA800	062690	00578070		75,747.93	BRW INC	
COUNTY ATTORNEY SERVICES							205,620.01		
59103	020174	IC	51205B	052590	00571075		92.03	IC TRANSFER PMT 400 40601	300908 M00132
		IC	51207	052590	00571075		36.81	IC TRANSFER PMT 400 40601	300908 M00137
EXECUTIVE DIRECTOR SERVICES							128.84		
59103	020176	IC	35202	040690	00559023		2,731.88	IC TRANSFER PMT 400 40301	300908 A00257
		IC	35203	040690	00559023		2,890.50	IC TRANSFER PMT 400 40301	300908 A00258
BUDGETING AND ACCOUNTING SERVICES							5,622.38		
59103	020179	IC	53963B	061590	00575228		151.70	IC TRANSFER PMT 400 40303	300908 A00269
DATA PROCESSING SERVICES MTCE							151.70		
59103	020185	IC	35051C	040690	00559023		280.20	IC TRANSFER PMT 574 57401	301385 C01279
		IC	35052C	040690	00559023		226.24	IC TRANSFER PMT 574 57401	301385 C01218
COUNTY PROJECT MANAGEMENT SERVICES							506.44		
59103	020193	IC	35057	040690	00559023		1,672.72	IC TRANSFER PMT 400 40801	300908 A02652
		IC	35058	040690	00559023		1,717.53	IC TRANSFER PMT 400 40801	300908 A02624
		IC	47612	050490	00565983		6,293.73	IC TRANSFER PMT 400 47109	300434 B00800
		IC	47613	050490	00565983		469.28	IC TRANSFER PMT 400 47101	300166 B00805
		IC	47613A	050490	00565983		1,679.53	IC TRANSFER PMT 400 47102	300434 B00805
		IC	47614	050490	00565983		2,667.65	IC TRANSFER PMT 400 47101	300166 B00807
		IC	47614A	050490	00565983		4,410.07	IC TRANSFER PMT 400 47110	300188 B00807
		IC	52321	060890	00574016		6,340.94	IC TRANSFER PMT 400 47109	300434 B00867
		IC	52322	060890	00574016		6,885.33	IC TRANSFER PMT 400 47110	300188 B00873
		IC	52323	060890	00574016		3,183.43	IC TRANSFER PMT 400 47102	300434 B00874
		IC	54524	062290	00577104		4,768.34	IC TRANSFER PMT 400 47102	300434 B00883
POSTAGE							40,088.55		
59103	020202	IC	48065	050490	00565983		55.08	IC TRANSFER PMT 521 52104	350323 W00572
		IC	49885A	051890	00569477		14.74	IC TRANSFER PMT 521 52104	350323 W00603
		IC	54526A	062290	00577104		71.74	IC TRANSFER PMT 521 52104	350323 W00632
MESSENGER SERVICE							141.56		
59103	020305	CA	50617J	052290	00570614		10.00	DATA DISPATCH INC	
		CA	55497K	062990	00578465		4.50	DATA DISPATCH INC	

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RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
		020305					14.50	
		PUBLISHING MINUTES & NOTICES						
	59103	020401	CA	52308	060590	00573685	52.25	ST PAUL LEGAL LEDGER INC
		020401					52.25	
		VOLUNTEER/COMMITTEE MEETING EXPENSE						
	59103	021408	CA	54194	061990	00576968	357.59	MINNESOTA CLUB OF ST PAUL
			CA	54195	061990	00576969	341.00	SAINT PAUL HOTEL
		021408					698.59	

RCRRA PHASE 1 PRELIM ENGR * EIS

253,024.82

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT

PERIOD APRIL 1, 1990 THRU JUNE 30, 1990

RCRRA ~~PHASE 1 PRELIM ENGR * EIS~~ RIGHT OF WAY ACQUISITION

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
COUNTY ATTORNEY SERVICES	59106	020174	IC	51205A	052590	00571075	368.10	IC TRANSFER PMT 400 40601
			IC	51206B	052590	00571075	18.41	IC TRANSFER PMT 400 40601
			IC	51207C	052590	00571075	165.65	IC TRANSFER PMT 400 40601
		020174					552.16	
EXECUTIVE DIRECTOR-SERVICES	59106	020176	IC	35202D	040690	00559023	158.63	IC TRANSFER PMT 400 40301
			IC	35203C	040690	00559023	88.13	IC TRANSFER PMT 400 40301
		020176					246.76	
DATA PROCESSING SERVICES-MTCE	59106	020185	IC	35051	040690	00559023	7.71	IC TRANSFER PMT 574 57401
			IC	35052B	040690	00559023	9.88	IC TRANSFER PMT 574 57401
		020185					17.59	
COUNTY PROJECT MANAGEMENT SERVICES	59106	020193	IC	47615	050490	00565983	126.51	IC TRANSFER PMT 400 47109
		020193					126.51	
RIGHT OF WAY ACQUISITION								
RCRRA PHASE 1 PRELIM ENGR * EIS							943.02	

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT
PERIOD APRIL 1, 1990 THRU JUNE 30, 1990

RCRRA PHASE 1 PRELIM ENGR - ETS NORTHEAST CORRIDOR STUDY

RFC COUNTY	DEPT ATTORNEY SERVICES	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME		
59107	020174	IC	51205C	052590	00571075	791.42	IC TRANSFER PMT 400 40601	300908 M00132		
		IC	51206A	052590	00571075	404.91	IC TRANSFER PMT 400 40601	300908 M00135		
		IC	51207B	052590	00571075	1,711.67	IC TRANSFER PMT 400 40601	300908 M00137		
	020174					2,908.00				
	EXECUTIVE DIRECTOR-SERVICES									
59107	020176	IC	35202B	040690	00559023	528.75	IC TRANSFER PMT 400 40301	300908 A00257		
		IC	35203B	040690	00559023	634.50	IC TRANSFER PMT 400 40301	300908 A00258		
	020176					1,163.25				
	BUDGETING AND ACCOUNTING SERVICES									
59107	020179	IC	53963	061590	00575228	75.85	IC TRANSFER PMT 400 40303	300908 A00269		
	020179					75.85				
	DATA PROCESSING SERVICES-MTCE									
59107	020185	IC	35051D	040690	00559023	62.37	IC TRANSFER PMT 574 57401	301385 C01279		
		IC	35052D	040690	00559023	42.43	IC TRANSFER PMT 574 57401	301385 C01218		
	020185					104.80				
	COUNTY PROJECT MANAGEMENT SERVICES									
59107	020193	IC	35059	040690	00559023	1,314.28	IC TRANSFER PMT 400 40801	300908 A02625		
		IC	47616	050490	00565983	280.96	IC TRANSFER PMT 400 47102	300434 B00806		
		IC	47616A	050490	00565983	78.50	IC TRANSFER PMT 400 47101	300166 B00806		
		IC	47617	050490	00565983	474.41	IC TRANSFER PMT 400 47109	300434 B00802		
		IC	52324	060890	00574016	542.23	IC TRANSFER PMT 400 47109	300434 B00872		
		IC	54527	062290	00577104	469.02	IC TRANSFER PMT 400 47102	300434 B00885		
	020193					3,159.40				
	VOLUNTEER/COMMITTEE MEETING EXPENSE									
59107	021408	CA	47807A	050190	00565908	34.60	DESPIEGELAERE-PETTY CASH	KATHRYN		
	021408					34.60				

NORTHEAST CORRIDOR STUDY

RCRRA PHASE 1 PRELIM ENGR - ETS

7,445.90

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PERIOD APRIL 1, 1990 THRU JUNE 30, 1990

RCRRA ~~PHASE 1 PRELIM ENGR + EIS~~ SOUTH CORRIDOR STUDY

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME	
	EXECUTIVE DIRECTOR-SERVICES								
	59108	020176	IC	35203D	040690	00559023	17.63	IC TRANSFER PMT 400 40301	300908 A00258
		020176					17.63		
	DATA PROCESSING SERVICES-MTCE								
	59108	020185	IC	35051B	040690	00559023	2.52	IC TRANSFER PMT 574 57401	301385 C01279
		020185					2.52		
	SOUTH CORRIDOR STUDY								
RCRRA	PHASE 1 PRELIM ENGR	* ETS					20.15		

RAMSEY COUNTY
BUDGET ACCOUNTING

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REGIONAL RAILROAD QTRLY REPORT

PERIOD APRIL 1, 1990 THRU JUNE 30, 1990

RCRRA PHASE 1 PRELIM ENGR * EIS

RFC	DEPT	OBJECT	CLAIM ID	CLAIM NBR	WAR DATE	WAR NBR	WAR AMT	VENDOR NAME
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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

FUND 591 TOTAL

295,124.75

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

Regional Railroad Authority

Originating Department

R. H. Spiegel 7/11/90
Authorized Signature Date

Board Action Requested

Ratify Partial Payment No. 9 to BRW, Inc.
in the amount of \$107,136.59.

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 \$107,136.59 for the period ending May 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. 9
3) BRW, Inc. Invoice No. 58455 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

July 24, 1990

Board Date

Signature

Signature

Date

7/17/90

Date



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

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

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

WHEREAS, BRW, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through May 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 Director of Light Rail Transit Planning to process payments to BRW, Inc. for work completed and invoiced in accordance with the agreement; and

WHEREAS, Resolution R89-70 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. 58455, Partial Payment No. 9, and attachments thereto, provide the correct documentation of payments due BRW, Inc. through May 31, 1990; Now, Therefore, Be It

RESOLVED, Payment to BRW, Inc. in the amount of \$107,136.59 for Ramsey County Regional Railroad Authority's share of services rendered through May 31, 1990 is hereby ratified.

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. Regional Railroad Authority Date July 9, 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	\$107,136.59

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

\$107,136.59
Total

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

(5) On Check Stub Put: 4 Partial Pymt 9; Inv. No. 58455; Phase I PE/EIS Studies for
5 Agreement No. PA800; Acct. 59103-020102; 5/31/90
 9-60 Midway Corridor
 9-60

For Risk Management Use Only 6
 8 Last Name First Name

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

(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. Despiplere

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. 9

PREPARED BY: 

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

ENTERED BY: 

PROJECT COST CENTER: 59103

AGREEMENT NO: PA 800

DATE: 29 JUN 90

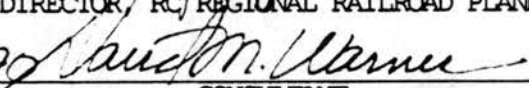
RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

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

ACCOUNT NUMBER 59103-020102	PERCENT COMPLETED	37.4%
TOTAL VALUE OF WORK CERTIFIED - 31 MAY 90		\$522,791.72
LESS 5% RETAINAGE		\$26,139.59
AMOUNT DUE		\$496,652.13
LESS PREVIOUSLY APPROVED PAYMENTS:		\$375,198.82
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$121,453.31</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.

7/11/90 
DATE DIRECTOR, RC/REGIONAL RAILROAD PLANNING

July 11, 1990 
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	\$74,637.71	\$9,938.04	\$84,575.75
PARTIAL PAYMENT NO. 8	\$75,747.93	\$10,078.03	\$85,825.96
PARTIAL PAYMENT NO. 9	\$107,136.59	\$14,316.72	\$121,453.31
PARTIAL PAYMENT TOTAL:	\$438,565.58	\$58,086.55	\$496,652.13

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$1,398,039.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$496,652.13</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$901,386.87</u>



MINNEAPOLIS • DENVER • PHOENIX • TUCSON • ST. PETERSBURG

INVOICE
58455

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: May 31, 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: May 1 - May 31, 1990

INVOICE DATE: May 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	\$ 112,775.36	\$ 348,872.63	\$ 461,647.99
o Less 5% Retainage	5,638.77	17,443.67	23,082.39
o Due This Billing	\$ 107,136.59	\$ 331,429.00	\$ 438,565.60
Hennepin County RRA	\$ 15,070.23	\$ 46,073.50	\$ 61,143.73
o Less 5% Retainage	753.51	2,303.71	3,057.22
o Due This Billing	\$ 14,316.72	\$ 43,769.79	\$ 58,086.51

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

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

BRW, INC.


David M. Warner, PE
Senior Associate

ATTACHMENT NUMBER 1 TO AGREEMENT RCRRRA - 89003
 COST DETERMINATION BY WORK TASK FOR RCRRRA AND HCRRRA
 INVOICE PERIOD : MAY 1, 1990 - MAY 31, 1990
 FILENAME: 89003_1

WORK TASK	JOB NUMBER	LABOR \$	DIRECT EXPENSES **	TOTAL	RCRRRA ALLOCATION %	RCRRRA ALLOCATION AMOUNT	HCRRRA ALLOCATION %	HCRRRA ALLOCATION AMOUNT
0 PROJECT MANAGEMENT	41-8923	\$4,238.00	\$41.44	\$4,279.44	89%	\$3,808.70	11%	\$470.74
1 PROJECT INITIATION	41-8924	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
2 COMMUNITY PARTICIPATION PROGRAM	41-8925	\$10,780.12	\$641.99	\$11,422.11	90%	\$10,279.90	10%	\$1,142.21
3 SYSTEM PLANNING AND ENGINEERING	41-8926,41-8937; 62-8944,62-9009; 26-8956,26-9002;	\$46,900.88	\$119.46	\$47,020.34	88%	\$41,377.90	12%	\$5,642.44
4 ROUTE ENGINEERING AND DESIGN	41-8927,41-8938; 62-9004,62-9010; 26-9001,26-9003;	\$23,584.34	\$88.57	\$23,672.91	88%	\$20,832.16	12%	\$2,840.75
5 PROTOTYPICAL STATION ZONE DESIGN	41-8928,41-8939; 62-9005,62-9014;	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
6 SUPPORT FACILITIES	41-8929,62-9006;	\$0.00	\$0.00	\$0.00	100%	\$0.00	0%	\$0.00
7 COST ANALYSIS	41-8930,62-9007;	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
8 FINANCE AND MANAGEMENT ANALYSIS	41-8931,41-8936;	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
9 IMPLEMENTATION PLANNING	41-8932	\$0.00	\$0.00	\$0.00	90%	\$0.00	10%	\$0.00
10 ENVIRONMENTAL STUDIES	41-8933,62-8954, 62-9015	\$40,366.82	\$1,037.69	\$41,404.51	88%	\$36,435.97	12%	\$4,968.54
11 SELECT LOCALLY PRE- FERRED ALTERNATIVE	41-8934	\$46.28	\$0.00	\$46.28	88%	\$40.73	12%	\$5.55
12 WORK PROGRAM- PHASE II PRELIMINARY ENGINEERING	41-8935,62-9008;	\$0.00	\$0.00	\$0.00	88%	\$0.00	12%	\$0.00
TOTAL		\$125,916.44	\$1,929.15	\$127,845.59		\$112,775.36		\$15,070.23

ERM, INC.

MAY 31, 1990
 INVOICE NO. DRAFT
 JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	8.0	155.20	1,061.60
SR. ASSOCIATE			
WARNER, DAVID	39.0	78.00	3,042.00
TECHNICIAN I			
KRUEGER, DUFF	2.0	26.00	52.00
LAYER, JULIE	1.2	26.00	31.20
ROKHOUDE, NANCY	1.2	26.00	31.20
SUBTOTALS	4.2		114.40
TOTALS	51.2		4,250.00

TOTAL LABOR 4,250.00

TOTAL THIS JOB \$ 4,250.00

MIDWAY LRT SYSTEM ENG

JOB NO. 02409.14

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04129.23

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	7.0	135.20	946.40
ASSOCIATE			
BERTELSEN, JOHN	5.0	72.80	364.00
PROFESSIONAL II			
SKOW, BRADLEY	111.0	57.20	6,349.20
TECHNICIAN II			
BLUM, BARBARA	2.0	33.80	67.60
TECHNICIAN I			
FAIRBANKS, MICHAEL	4.0	26.00	104.00
HEPPL, AMIE	0.2	26.00	5.20
SUBTOTALS	4.2		109.20
TOTALS	129.2		7,816.40

TOTAL LABOR 7,816.40

TOTAL THIS JOB \$ 7,816.40

MIDWAY LRT DWNTN SYS PLN

JOB NO. 02690.02

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
ERICKSON, GARY	3.0	135.20	405.60
ASSOCIATE			
BERTELSEN, JOHN	10.0	72.80	728.00
PROFESSIONAL II			
SKOW, BRADLEY	49.0	57.20	2,802.80
SR. TECHNICIAN			
HANFORD, DONALD	8.5	41.60	353.60

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.21

TECHNICIAN III			
GILBERT, GREGORY	44.5	36.40	1,619.80
TECHNICIAN II			
BLUM, BARBARA	2.6	33.80	94.64
TECHNICIAN I			
CROWELL, ROBERT	49.0	26.00	1,274.00
TOTALS	167.3		7,314.84
		TOTAL LABOR	7,314.84

TOTAL THIS JOB \$ 7,314.84

MIDWAY LRY-COMMUNITY PAR

JOB NO. 04189.21

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	13.0	155.20	2,018.00
SR. ASSOCIATE			
WARNER, DAVID	35.0	78.00	2,730.00
PROFESSIONAL I			
COLEBURN, ELIZABETH	97.5	44.20	4,309.50
HORNWITZ, BARBARA	1.0	44.20	44.20
SUBTOTALS	98.5		4,353.70
TECHNICIAN III			
HANSON, KENTON	13.0	36.40	473.20
PATRICK, CHRISTOPHER	0.5	36.40	18.20
SUBTOTALS	13.5		491.40
TECHNICIAN II			
ANDERSON, BETTY	4.0	33.80	135.20
HAWKINS, TOM	5.2	33.80	175.76
STUBBS, ROBERT	2.7	33.80	91.26
SUBTOTALS	11.9		402.22

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.28

TECHNICIAN I

ASHLAND, CAROL	4.9	26.00	127.40
BEVER, GINA	1.0	26.00	26.00
BILGUTAY, ANTAY	1.3	26.00	33.80
BUCKLEY, SUSAN	1.9	26.00	49.40
DEWEY, PAMELA	2.0	26.00	52.00
GRATRIX, KAREN	0.2	26.00	5.20
HAMRICK, CLAUDIA	3.4	26.00	88.40
HENDERSON, JANE	0.4	26.00	10.40
JENSEN, KENNETH	0.3	26.00	7.80
KRUEGER, DUFF	1.0	26.00	26.00
MERRILL, GREGORE	2.6	26.00	67.60
MOLITOR, LINDA	2.6	26.00	67.60
POPE, LEZLIANNE	1.0	26.00	26.00
RONHOVDE, NANCY	3.0	26.00	78.00
SCHODDENBERG, KATHY	0.8	26.00	20.80
SHAW, KATHRYN	0.4	26.00	10.40
THURY, TAMI	3.0	26.00	78.00
SUBTOTALS	29.8		774.80

TOTALS	209.7		10,780.12
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TOTAL LABOR 10,780.12

TOTAL THIS JOB \$ 10,780.12

MIDWAY LRT-SYSTEM PLAN

JOB NO 04189.28

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	5.5	135.20	743.60
SR. ASSOCIATE			
PRESTON, HOWARD	14.5	78.00	1,131.00
WARNER, DAVID	51.0	78.00	3,978.00
SUBTOTALS	68.5		5,852.60

PROFESSIONAL II

SMITH, WILLIAM	68.5	57.20	3,916.20
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BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

SR. TECHNICIAN			
BARTLE, DAVID	1.0	41.60	41.60
TECHNICIAN I			
JENSEN, KENNETH	2.4	26.00	62.40
ROKHOUDE, NANCY	1.0	26.00	26.00
SUBTOTALS	3.4		88.40
TOTALS	143.9		9,900.80

TOTAL LABOR 9,900.80

TOTAL THIS JOB \$ 9,900.80

MIDWAY LRT-ROUTE ENG.

JOB NO. 04189.27

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
WARNER, DAVID	31.0	78.00	2,418.00
ASSOCIATE			
MOORE, DOUGLAS	3.0	72.80	218.40
PROFESSIONAL II			
SMITH, WILLIAM	29.0	57.20	1,658.80
TECHNICIAN III			
PATRICK, CHRISTOPHER	0.5	36.40	18.20
TECHNICIAN II			
ANDERSON, LAURIE	140.0	33.80	4,732.00
HANSON, KATHY	144.0	33.80	4,867.20
SUBTOTALS	264.0		9,004.20
TECHNICIAN I			
ASHLAND, CAROL	2.1	26.00	54.60
BEVER, GINA	0.4	26.00	10.40
BUCKLEY, SUSAN	0.4	26.00	10.40
GRATRIX, KAREN	1.0	26.00	26.00

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

HARRICK, CLAUDIA	5.0	26.00	76.00
JENSEN, KENNETH	1.0	26.00	39.01
MERRILL, GREGORE	1.9	26.00	49.40
NIHART, JAMES	3.5	26.00	91.00
ROKHOUDE, HANOV	0.5	26.00	13.00
WINFREY, MARK	9.5	26.00	247.00
SUBTOTALS	23.8		616.60

TOTALS	371.3		14,531.40
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TOTAL LABOUR 14,531.40

TOTAL THIS JOB \$ 14,531.40

MIDWAY LRT-ENVIRON. STDV

JOB NO. 04189.50

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
HEFFELMANN, TONY	27.0	72.80	1,965.60
HAU, RICHARD	3.0	72.80	218.40
SUBTOTALS	30.0		2,184.00

SR. PROFESSIONAL

RUEHR, ERIK	2.0	67.60	135.20
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PROFESSIONAL II

KUNKEL, BETH	48.0	57.20	2,745.60
WILES, MARK	99.5	57.20	5,691.40
POHRENN, SUSAN	20.5	57.20	1,172.60
SMITH, WILLIAM	30.0	57.20	1,716.00
TRDE, WILLIAM	6.0	57.20	343.20
SUBTOTALS	204.0		11,668.80

PROFESSIONAL I

GREEN, ROBERT	10.5	44.20	464.10
NIJIKER, CHRISTIAN	62.0	44.20	2,740.40
HOPWITZ, BARBARA	0.5	44.20	22.10
KODKALA, MARTHAND	22.0	44.20	972.40
WITZIS, JEANNE	0.8	44.20	35.36

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04109.73

SUBTOTALS	115.6		5,116.00
SR. TECHNICIAN			
BARTEL, DAVID	12.0	41.60	499.20
TECHNICIAN III			
PATRICK, CHRISTOPHER	80.5	36.40	2,930.20
TECHNICIAN II			
ANDERSON, BETTY	4.0	33.80	135.20
HAWKINSON, TOM	0.2	33.80	6.76
LAMPPA, JASON	10.5	33.80	354.90
SUBTOTALS	14.7		496.86
TECHNICIAN I			
ASHLAND, CAROL	4.0	26.00	104.00
BEVER, GINA	1.2	26.00	31.20
BUCKLEY, SUSAN	0.5	26.00	13.00
DEWEY, PAMELA	0.3	26.00	7.80
HARRICK, CLAUDIA	0.9	26.00	23.40
HENDERSON, JANE	3.6	26.00	93.60
JENSEN, KENNETH	2.6	26.00	67.60
KRUEGER, DUFF	2.4	26.00	62.40
LAYER, JULIE	2.6	26.00	72.80
MERRILL, GREGORE	5.2	26.00	135.20
WIKART, JAMES	134.7	26.00	3,502.20
SCHODENBERG, KATHY	5.2	26.00	135.20
THURY, TAMI	2.5	26.00	65.00
WINFREY, MARK	96.4	26.00	2,506.40
SUBTOTALS	264.5		6,877.00
TOTALS	723.5		29,909.62

TOTAL LABOR 29,909.62

TOTAL THIS JOB 5 29,909.62

MIDWAY LRT-LOCAL PREF.

JOB NO. 04109.73

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

	HOURS	RATE	AMOUNT
TECHNICIAN II			
HAWKINSON, TOM	0.6	33.80	20.28
TECHNICIAN I			
ASHLAND, CAROL	0.7	26.00	18.20
MOLITOR, LINDA	0.3	26.00	7.80
SUBTOTALS	1.0		28.00
TOTALS	1.6		46.28

TOTAL LABOR 46.28

TOTAL THIS JOB \$ 46.28

MIDWAY LRT DWNTH SYS PLM

JOB NO. 04189.23

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PRINCIPAL			
WOLSFELD, RICHARD	10.0	135.20	1,352.00
PROFESSIONAL II			
WILES, MARK	40.5	57.20	2,307.60
TRUE, WILLIAM	4.0	57.20	228.80
SUBTOTALS	44.5		2,536.40
TECHNICIAN III			
PATRICK, CHRISTOPHER	28.0	36.40	1,019.20
TECHNICIAN II			
HAWKINSON, TOM	0.5	33.80	16.90
LAMPPA, JASON	3.5	33.80	118.30
SUBTOTALS	4.0		135.20
TECHNICIAN I			
ASHLAND, CAROL	2.3	26.00	59.80
BUCKLEY, SUSAN	0.7	26.00	18.20
GRATRIX, KAREN	10.6	26.00	275.60
HARRICK, CLAUDIA	1.0	26.00	26.00

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

JENSEN, KENNETH	0.5	26.00	13.00
KRUEGER, DUFF	1.5	26.00	39.00
LAYER, JULIE	0.6	26.00	15.60
NIHART, JAMES	30.9	26.00	803.40
ROKHOUDE, NANCY	3.1	26.00	80.60
WINFREV, MARK	0.3	26.00	7.80
SUBTOTALS	51.5		1,339.00

TOTALS	143.0		6,676.80
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TOTAL LABOR 6,676.80

TOTAL THIS JOB \$ 6,676.80

RCRA SYSTEM PLAN/ENG

JOB NO. 04209.44

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
PROFESSIONAL II			
GUNDERSON, ROBERT	2.0	57.20	114.40
TECHNICIAN I			
HARRICK, CLAUDIA	0.4	26.00	10.40
TOTALS	2.4		124.80

TOTAL LABOR 124.80

TOTAL THIS JOB \$ 124.80

BRW, INC.

INVOICE NO. DRAFT
JOB NO. 04189.23

MIDWAY LRT ROUTE ENG DSG

JOB NO. 06290 04

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	53.0	78.00	4,134.00
PROFESSIONAL II			
WICHMAN, TODD	55.6	57.20	3,174.60
SR. TECHNICIAN			
BLANKENSHIP, TIMOTHY	8.0	41.60	332.80
TECHNICIAN III			
WORD-SHEPTAK, CANDIS	4.0	36.40	145.60
PATRICK, CHRISTOPHER	0.5	36.40	18.20
SUBTOTALS	4.5		163.80
TECHNICIAN II			
BLUM, BARBARA	1.4	33.80	47.32
JOSE, SCOTT	6.4	33.80	216.32
WICKLUND, DAVID	3.5	33.80	118.30
SUBTOTALS	11.3		449.94
TECHNICIAN I			
BEVER, GINA	1.6	26.00	41.60
CONNEL, DUNCAN	24.5	26.00	637.00
JENSEN, KENNETH	0.3	26.00	7.80
MERRILL, GREGORE	1.2	26.00	31.20
WIMART, JAMES	2.0	26.00	52.00
SCHODENBERG, KATHY	0.9	26.00	23.40
SUBTOTALS	30.7		792.20
TOTALS	165.0		9,052.94

TOTAL LABOR 9,052.94

TOTAL THIS JOB 5 9,052.94

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04189.23

MIDWAY LRT DWRTH SVS FLN

JOB NO. 06290.09

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
SR. ASSOCIATE			
SMOLUCHOWSKI, PETER	22.0	78.00	1,716.00
SR. PROFESSIONAL			
HALLIDY, STEPHEN	51.5	67.60	3,481.40
PROFESSIONAL II			
WICHMAN, TODD	44.5	57.20	2,545.40
SR. TECHNICIAN			
BLANKENSHIP, TIMOTHY	27.5	41.60	1,144.00
TECHNICIAN III			
ANDRO-SHEPTAK, CANDIS	5.0	36.40	182.00
TECHNICIAN II			
BLUM, BARBARA	0.8	33.80	27.04
JOSE, SCOTT	40.5	33.80	1,368.90
HICKLUND, DAVID	51.0	33.80	1,723.80
ZIMMERMAN, MARK	43.5	33.80	1,470.30
SUBTOTALS	135.8		4,590.04
TECHNICIAN I			
BEVER, GINA	0.5	26.00	13.00
CONNEL, DUNCAN	16.5	26.00	429.00
JENSEN, KENNETH	3.4	26.00	88.40
ZIMMERMAN, MICHAEL	33.0	26.00	858.00
SUBTOTALS	53.4		1,388.40
TOTALS	339.7		15,067.24

TOTAL LABOR 15,067.24

TOTAL THIS JOB \$ 15,067.24

BRW, INC.

INVOICE NO. DRAFT

JOB NO. 04109.23

MIDWAY LRT CULTURAL RES

JOB NO. 06290.15

PROFESSIONAL SERVICES FOR THE PERIOD ENDING MAY 31, 1990

PROFESSIONAL PERSONNEL

	HOURS	RATE	AMOUNT
ASSOCIATE			
HUDAK, JOSEPH	7.0	72.80	509.60
PROFESSIONAL II			
BAILEY, THOMAS	141.0	57.20	8,065.20
RILEY, STEPHEN	27.5	57.20	1,573.00
SUBTOTALS	168.5		9,638.20
TECHNICIAN I			
ASHLAND, CAROL	2.6	26.00	67.60
HARRICK, CLAUDIA	9.3	26.00	241.80
SUBTOTALS	11.9		309.40
TOTALS	187.4		10,457.20

TOTAL LABOR 10,457.20

TOTAL THIS JOB \$ 10,457.20

INVOICE TOTALS

TOTAL LABOR	125,916.44
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

125,916.44
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BRW, INC.

BILLING SUMMARY

CURRENT PERIOD COSTS

	-- LABOR --		-- EXPENSES --	
	HOURS	AMOUNT	REIMB.	DIRECT/IND
TOTALS	2429.4	38,508.98	1,964.15	

COSTS THIS RUN

TOTAL LABOR	125,916.44
TOTAL CONSULTANTS	
TOTAL EXPENSE	
TOTAL FEE	
TOTAL INTEREST	

** END OF BILLING RUN **

ATTACHMENT B - DIRECT COST AND SUBCONTRACTORS

AGREEMENT NO HCRR-89003

INVOICE PERIOD : 1 MAY 1990 - 31 MAY 1990

FILENAME: 89003_B

OTHER DIRECT NON-SALARY COSTS

BRW GRAPHIC REPRODUCTION DEPARTMENT	\$442.97
AUTO/MILEAGE	388.76
OUTSIDE REPRODUCTION/PHOTO	156.41
POSTAGE/DELIVERY	459.72
OUTSIDE TEMPORARY HELP	430.50
LIBRARY/REFERENCE	50.79

TOTAL	\$1,929.15
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SUBCONTRACTORS

NONE THIS MONTH	\$0.00
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